

Monitor Aggressively, Manage Proactively

GuidePost

- Enhanced pothole repair initiative focused on asphalt repairing of potholes within 24 hours of notification
- The TMC deployed new Transcore ATMS software March 31st
- Arterial Travel Times remained stable during peak hours, with a system timing review completed on Highway 141
- March Freeway Mobility remained constant in the AM rush with some slight increases in most areas of the district during the PM rush period

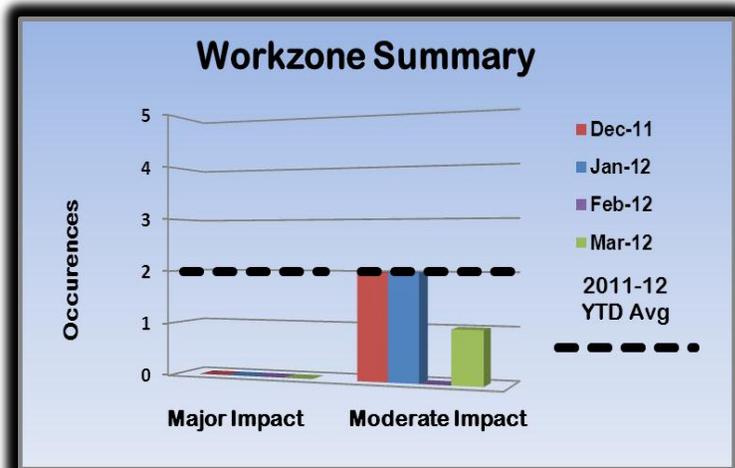
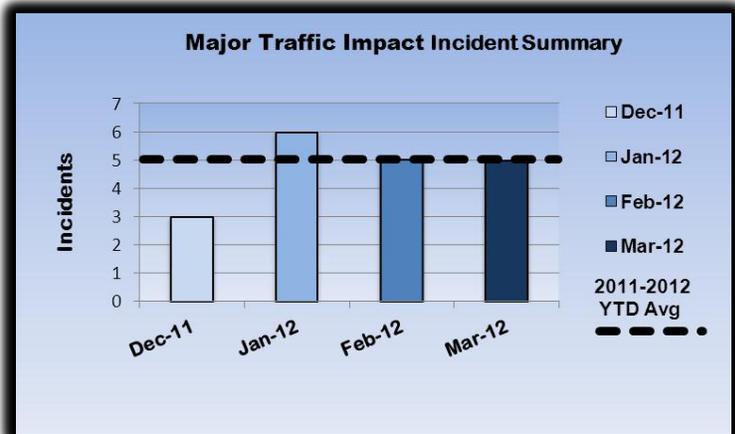


MoDOT crews repair potholes on Mason Road as part of the new pothole repair initiative. This was one of the first areas to benefit from this initiative.

ZONING IN

- 🚧 Observed work zones breakdown:
 - ◆ Major Impact Delays: 0 – 0%
 - ◆ Moderate Impact Delays: 1 – 0.4%
 - ◆ Minor Impact Delays: 240– 99.6%
- 🚧 2011 vs. 2012 Work Zone Comparison:
March 2011: 336 March 2012: 241
- 🚧 Work zone crashes in March: 6
- 🚧 SL District Work Zone Inspections:
 - ◆ February 2012: 33%
 - ◆ March 2012: 31%
 - ◆ Goal: 50%
- 🚧 SL District Mobility Rating:
 - ◆ February 2012: 97.6%
 - ◆ March 2012: 94%
 - ◆ Goal: 91%
- 🚧 Visibility levels:
 - ◆ February 2012: 95.6%
 - ◆ March 2012: 92%
 - ◆ Goal: 91%
- 🚧 There were zero Major Impact Delays in work zones for the sixth straight month
 - ◆ The Major and Moderate Impact Delays YTD average is two monthly

Stats to Watch



*Impact Levels described in Data Key

TMC Observed Work Zones March 2012	
Impact	Number of Delays
Major Impact	0
Moderate Impact	1
Minor Impact	240
Total	241

Major Impact (15 Minutes Or Above Additional Delay)

***** No Major Impact Work Zones Delays*****

Moderate Impact (10-14 Minutes Additional Delay)

3/15 (Thursday) Daytime 12:30 PM Moving Operation EB I-44 East at Mile Marker 253, Two Right Lanes

- On call maintenance contract was performing pavement repairs and waiting on strengths to be established
- Advanced messaging was in place with a second phase added alerting motorists to be prepared to stop
- Estimated additional delays were 10-12 minutes in length with a 1.5 mile back up reported
- An estimated 660 vehicles and 951 motorists were experiencing additional delays with 34 vehicles per minute/lane adding to the queue

Work Zone Related Crashes

3/4 (Sunday) Overnight Work zone WB I-70 from 9th Street to Madison - Two Right Lanes

- A minor accident at the beginning of the work zone for pouring of sign trusses on Mississippi River Bridge resulted in minor delays
- All traffic control devices were in place with advance messaging on CMS/DMS
- No report of injuries or state damage

3/14 (Wednesday) Daytime 12:38 PM Bridge Maintenance WB I-44 at Meramec River - Right Lane and partial closure of ramps from NB and SB I-270 to WB I-44

- Accident occurred in congestion on I-270 north of I-44 and partially blocked the WB I-44 ramp.
- DMS was in place with advanced messaging indicating "Right lane Closed Ahead" message on I-270 at Route 30, I-270 at Route 100 and I-44 at Berry Road
- Verified all traffic control devices were in place for mainline on I-44 and ramps to I-270
- Congestion backed up in right lanes south of Marshall road with only minor delays and no report of injuries

3/20 (Tuesday) Daytime 10:45 AM Moving Operation WB I-64 at Mile Marker 20 Chesterfield Parkway East - Right Lane

- An accident involving two vehicles
- No advanced DMS messaging used as nearest DMS at Spoede was active for a moving operation on I-270
- Advanced messaging for incident activated on I-64 at Spoede and I-270 at Manchester and south of Route 340
- Police and Motorist Assist were on scene and traffic was slowing when a secondary incident occurred west of Timberlake Manor at 11:02 AM
- No injuries were reported for either incident and only minor delays were observed

3/20 (Tuesday) Daytime 12:02 PM EB I-44 from Grand to Compton - Right Lane

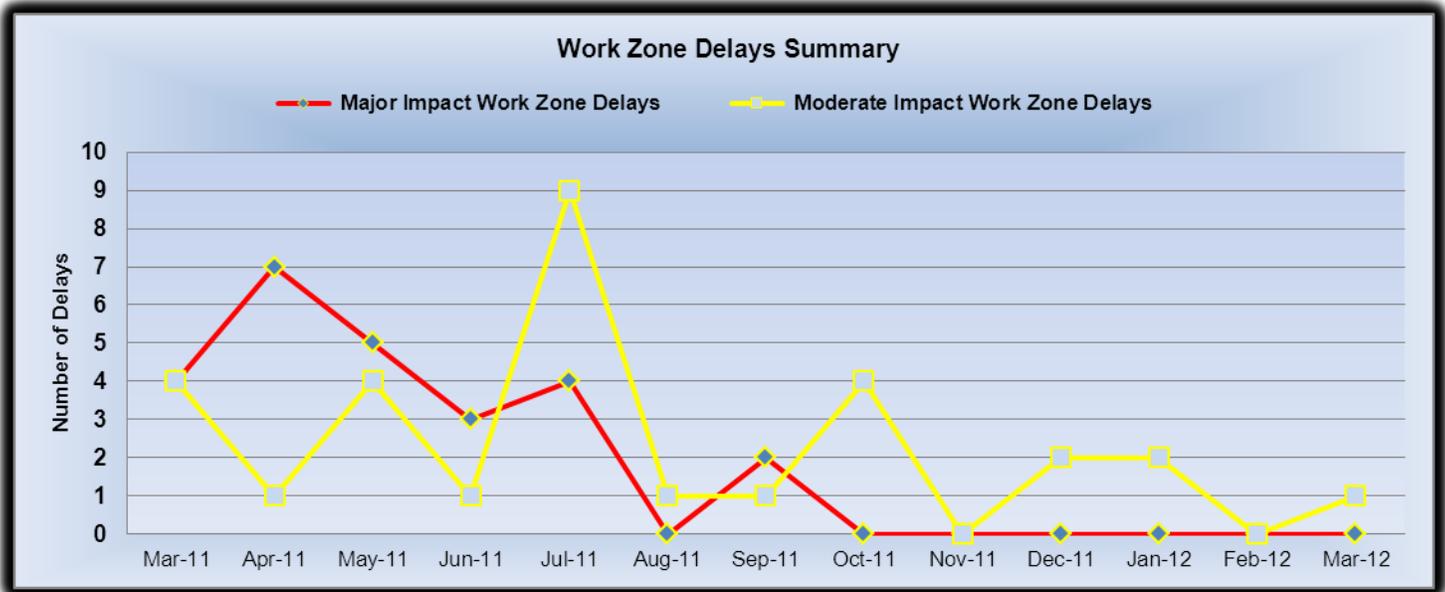
- Two vehicle accident occurred at the base of the ramp just before the actual lane closure as driver was entering mainline from auxiliary lane
- Advanced messaging was active and work zone coordinator visited site ensuring all traffic control was in place
- Fire and Police responded with no report of injuries
- An estimated 1584 vehicles and 1900 motorists experienced minor additional delays, with 24 vehicles per minute/lane adding to the queue

3/27 (Tuesday) Daytime 11:20 AM EB I-70 at Mile Marker 204.4 past Foristell - Two Left Lanes

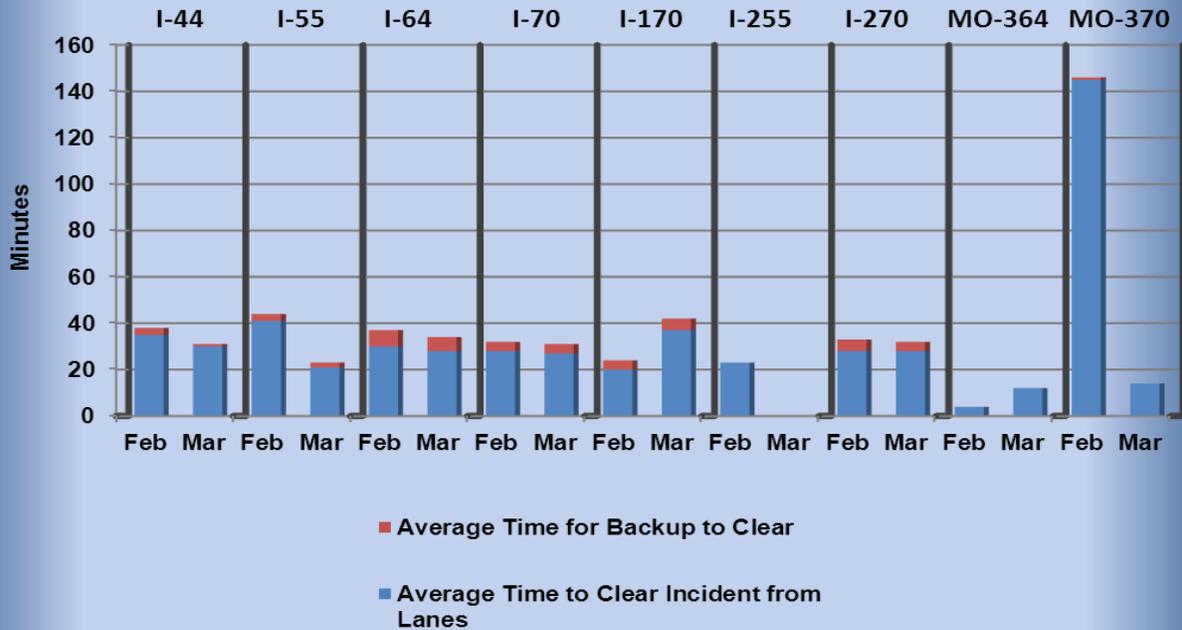
- Accident occurred within signage area but not in the actual work zone where a concrete pour was taking place
- Traffic was backed up about ¼ mile, maintenance was contacted but work could not be halted
- The vehicle involved was hauling a small trailer filled with bags of corn that had to be off-loaded
- TMC coordinated with KC Scout for Statewide DMS messaging but statewide DMS boards at mile markers 177.45 and 195.2 were not working properly
- No injuries or state damage reported
- An estimated 132 vehicles with 158 motorists were experiencing additional delays with 34 vehicles per minute/lane adding to the queue

3/29 (Thursday) Daytime 12:35 PM Moving Operation with TMA Hit on WB I-70 at Missouri River - Center Lane

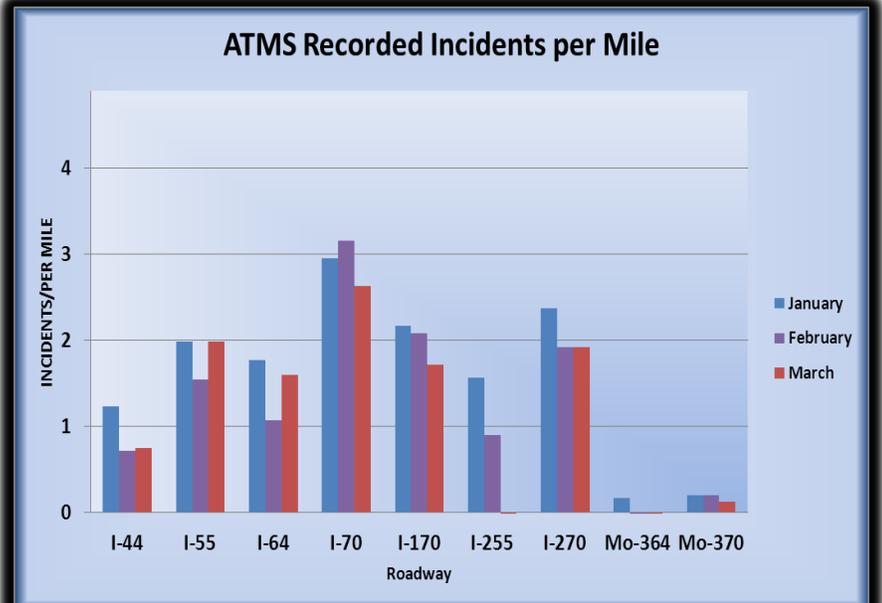
- A MoDOT crew reported that the TMA was clipped and the vehicle drove off
- Advance messaging was in place for this operation
- Minimal damage to the TMA with no reported injuries or significant delays

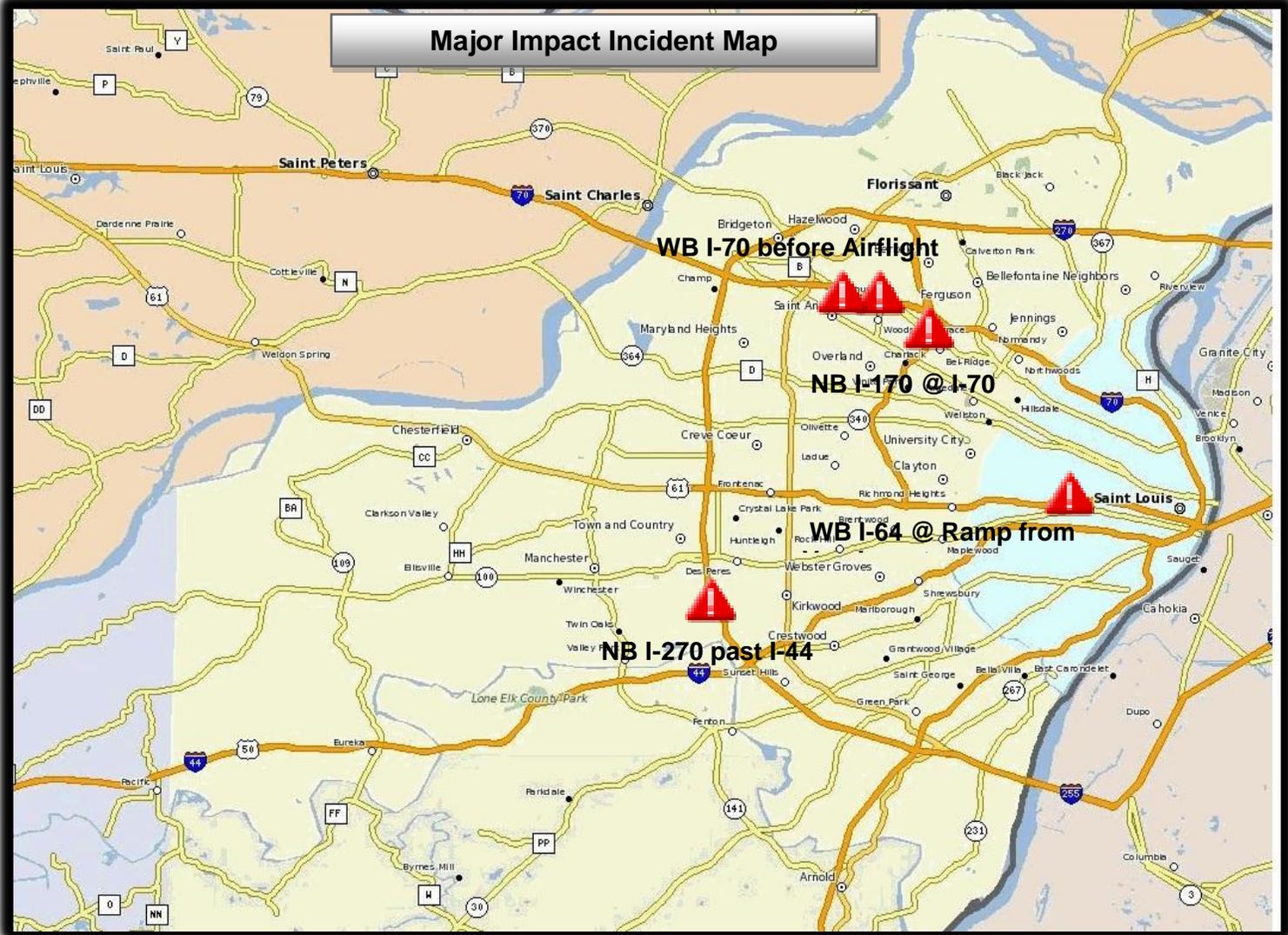


February 2012 vs. March 2012 Incidents Summary



Interstate	Number of Incidents		
	January	February	March
I-44	44	27	28
I-55	48	38	48
I-64	75	47	68
I-70	116	124	104
I-170	25	24	20
I-255	5	3	0
I-270	89	73	73
Mo-364	3	1	1
Mo-370	4	4	3
Total	409	341	345





- ▲ Denotes Location of Major Impact Traffic Incidents**
- The incident details and mitigation actions along with the results are outlined on page 6
 - Please note that traffic engineering assumptions were made when describing the approximate number of vehicles and people impacted.
 - These estimates provide a simple method to describe the impact on the motoring public.

Number of Major Impact Incidents		
February 2012	VS	March 2012
5		5

Major Impact Traffic Incidents and Mitigation

3/01/12 (Thursday)

- **Location:** NB I-270 past I-44
- **Event:** Fatal crash closed three left lanes
- **Time:** 9:49 pm – 2:00 am **Total Time:** 4 hours 11 minutes
- **Action:** TMC posted advanced messaging, dispatched ER crew along with MoDOT's Incident Management Coordinator to the scene.
- **Estimated Initial Impact:** Flow reduced to three lanes with approximately 396 vehicles and 475 motorists experiencing additional delays with about 24 vehicles per lane per minute adding to the queue.
- **Result:** Lanes were reopened at 11:23 pm with no queue observed. Police continued crash investigation and reconstruction on I-270 and ramp from I-44 because of fatality, adding to length of total incident.

3/05/12 (Monday)

- **Location:** WB I-70 before Airflight
- **Event:** Crash closed two left lanes
- **Time:** 6:55 pm – 9:55 pm **Total Time:** 3 hours
- **Action:** TMC activated advanced messaging and dispatched Motorist Assist to the scene
- **Estimated Initial Impact:** Additional delays were experienced by 198 vehicles and 238 motorists with approximately 51 vehicles per lane per minute adding to the queue
- **Result:** Only minor delays observed with no queuing when incident cleared

3/08/12 (Thursday)

- **Location:** NB I-170 to EB I-70
- **Event:** Crash involving overturned tractor trailer closed the NB I-170 ramp to EB I-70
- **Time:** 12:35 pm – 5:02 pm **Total Time:** 4 hours 27 Minutes
- **Action:** TMC activated advanced messaging and dispatched Motorist Assist operators to the scene
- **Estimated Initial Impact:** An estimated 66 vehicles with 79 motorists were experiencing additional delays or forced to divert.
- **Result:** A guardrail went through the vehicle and had to be removed by maintenance. Ramp to EB I-70 shut down with motorists advised to seek alternate route until incident cleared. Maintenance special operations assisted with traffic control and use of a TMA. No queuing existed when incident cleared.

3/11/12 (Sunday)

- **Location:** WB I-70 before Airflight
- **Event:** Crash closed right lane
- **Time:** 1:46 am – 3:53 am **Total Time:** 2 hours 7 Minutes
- **Action:** TMC activated advanced messaging and dispatched ER crew to scene
- **Estimated Initial Impact:** No initial delays observed with a light volume of traffic at that time of morning
- **Result:** No observed delays or queuing when incident terminated. Classified as a Major Impact Incident for length of clearance only.

Major Impact Traffic Incidents and Mitigation (continued)

3/11/12 (Sunday)

- **Location:** WB I-64 entrance ramp from Vandeventer
- **Event:** Accident closed the entrance ramp and the left lane on WB I-64.
- **Time:** 1:53 am – 4:30 am **Total Time:** 2 hours 37 minutes
- **Action:** TMC activated advanced messaging and dispatched ER to scene.
- **Estimated Initial Impact:** No observed delays because of time of day and light volume
- **Result:** No significant delays observed and no queue when incident terminated. Classified as major impact incident due to length of time to clear incident.

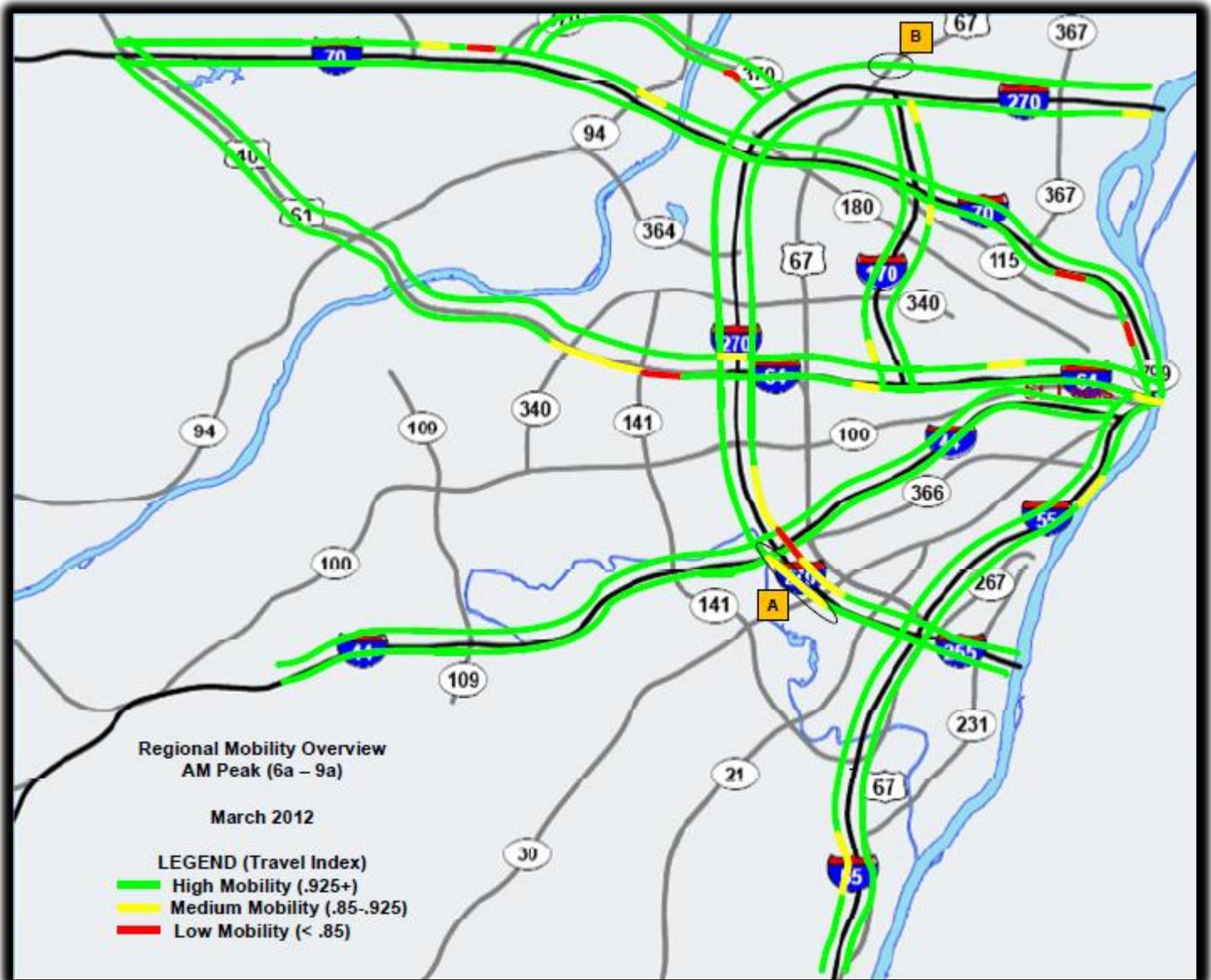
Minor to Moderate Impact Traffic Incidents and Mitigation

3/13/2012 (Tuesday)

- **Location:** I-64 EB East of Chesterfield Pkwy East
- **Event:** 3 left lanes closed for multiple vehicle crash at entrance ramp from Chesterfield Pkwy East. I-64 EB backed west of MO 340. Some vehicles utilized South Outer Road (SOR) to avoid incident.
- **Time:** 8:45 am – 9:25 am **Total Time:** 0 hour 40 minutes
- **Action:** TMC asked motorist assist to block the entrance ramp from Chesterfield Pkwy East and force vehicles thru Timberlake at South Outer Road signal at 8:45 am. Timberlake at South Outer Road was taken off of coordination and put on Free. Phase 4 (EB South Outer Road) minimum was increased to 100 seconds and placed on max recall. When incident was cleared the signal was returned to normal operation at 9:25 am.
- **Result:** The timing adjustments were successful in moving vehicles on the South Outer Road. With minimal traffic on Timberlake the delay for those vehicles was slightly increased. Closing the ramp eliminated the need for vehicles on I-64 EB to yield to ramp traffic.

3/17/2012 (Saturday)

- **Location:** I-64 at Hampton & Route 100 at Knox
- **Event:** St. Patrick's Day events
- **Time:** All day
- **Action:** At I-64/Hampton we ran the AM Peak plan from 9AM-Noon and PM Peak Plan for the remainder of the day. At Route100 at Knox, we swapped 10 seconds from mainline to the side street during the Saturday plan.
- **Result:** This adjustment reduced delays for celebrating patrons.



AM Peak Changes in March 2012

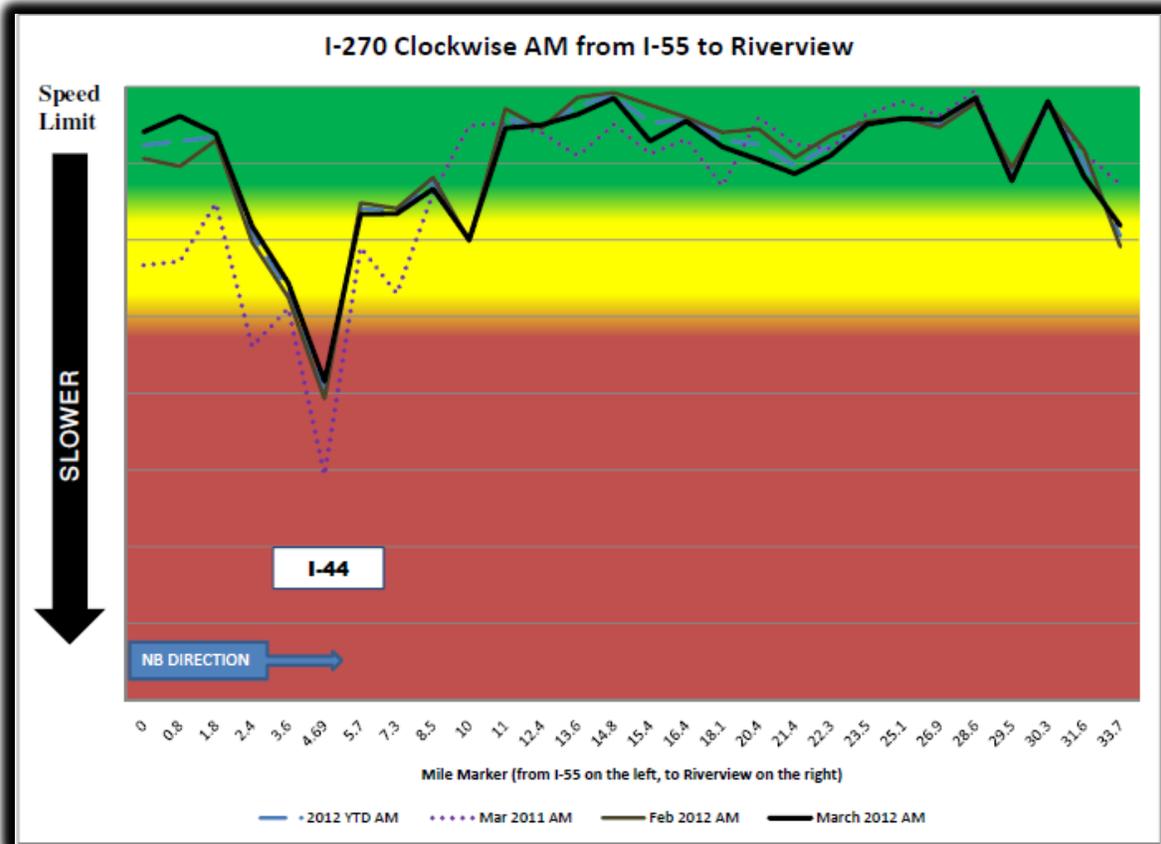
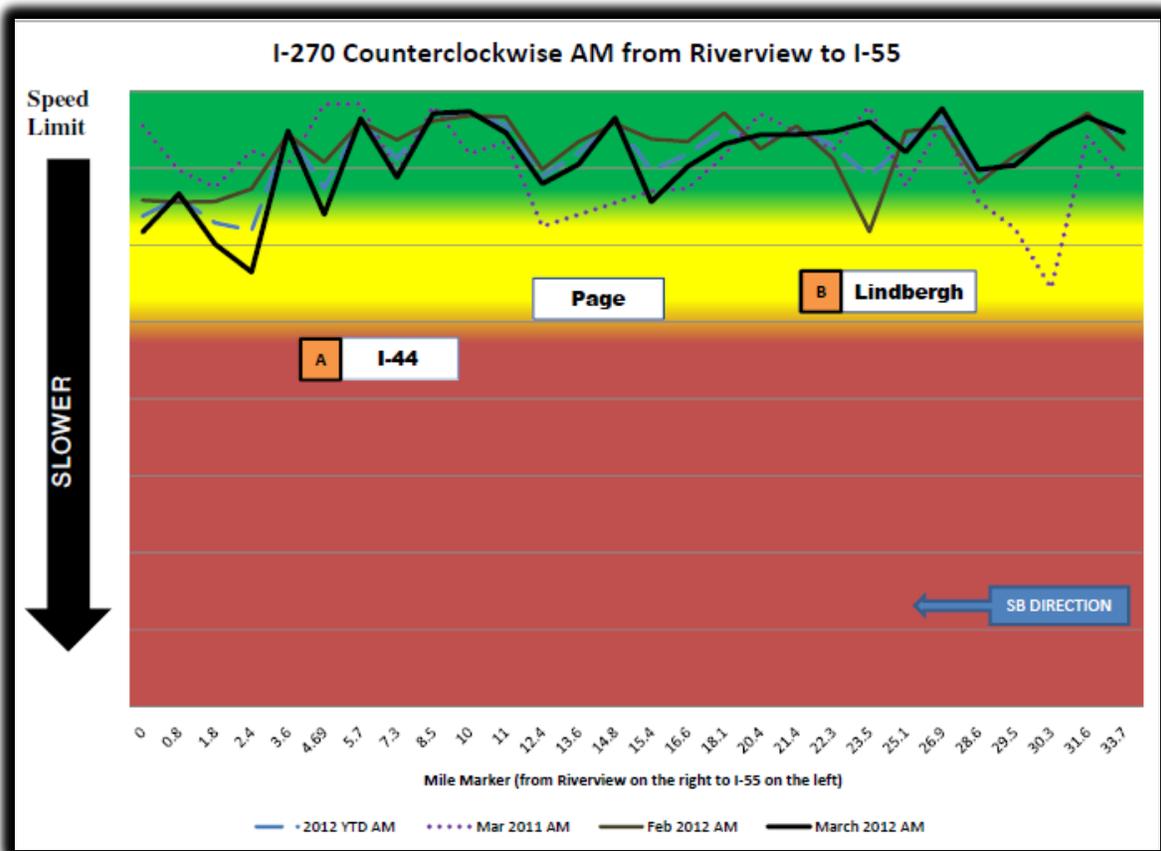
B

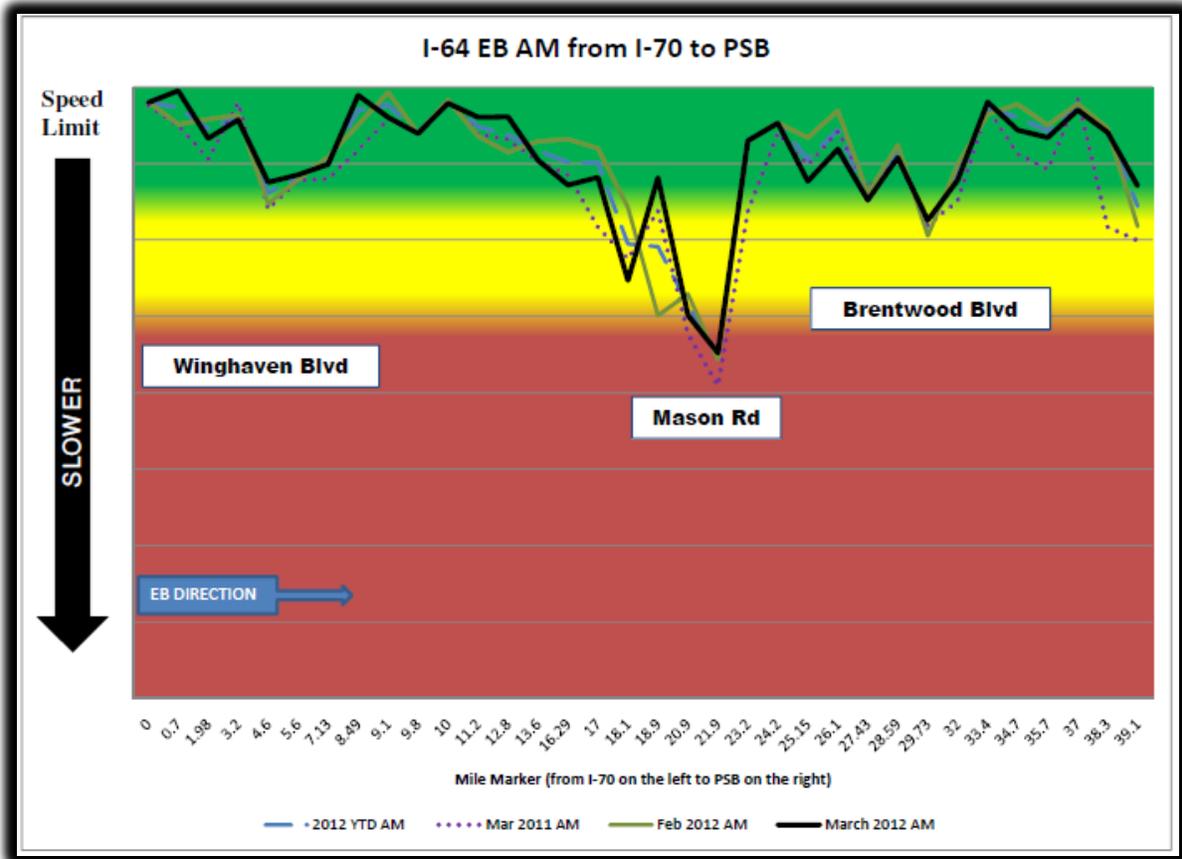
Mobility Slightly Increased

A

Mobility Slightly Decreased

*All weekdays are included in speed index calculation







PM Peak Changes in March 2012

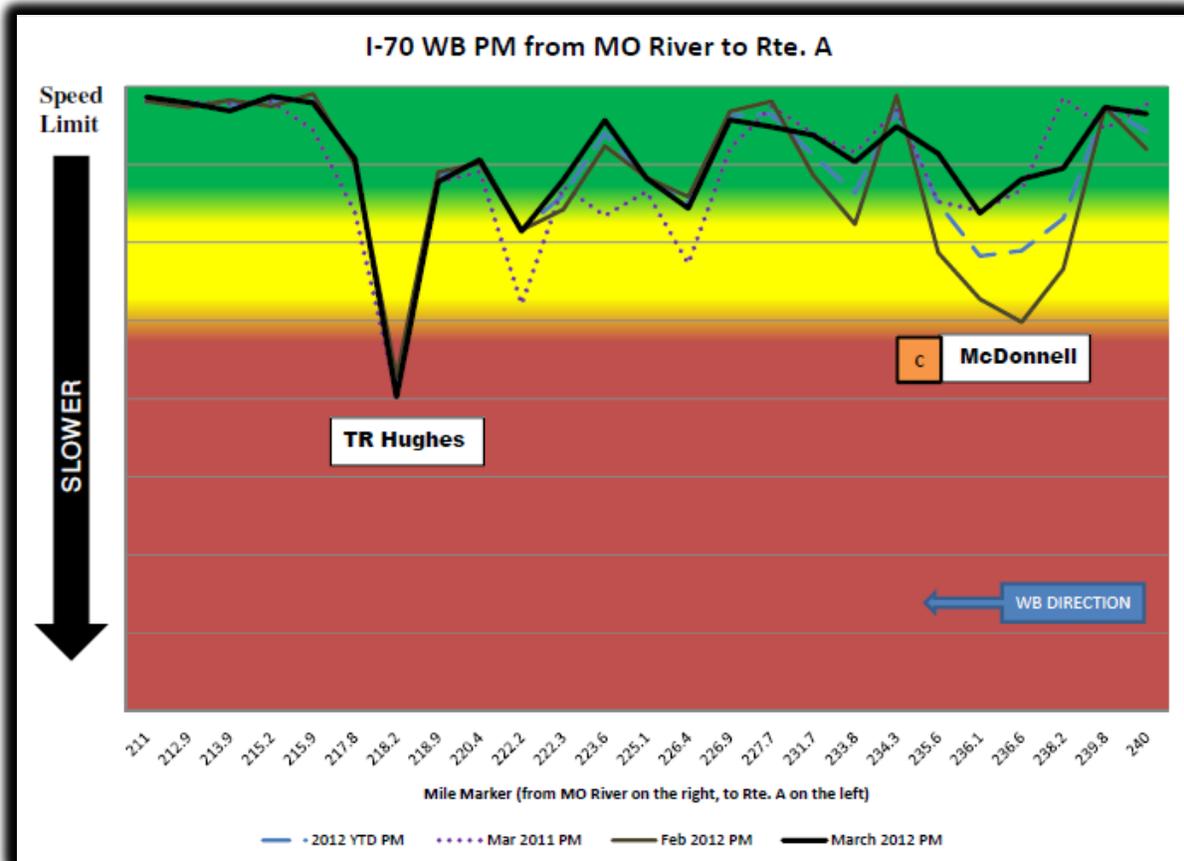
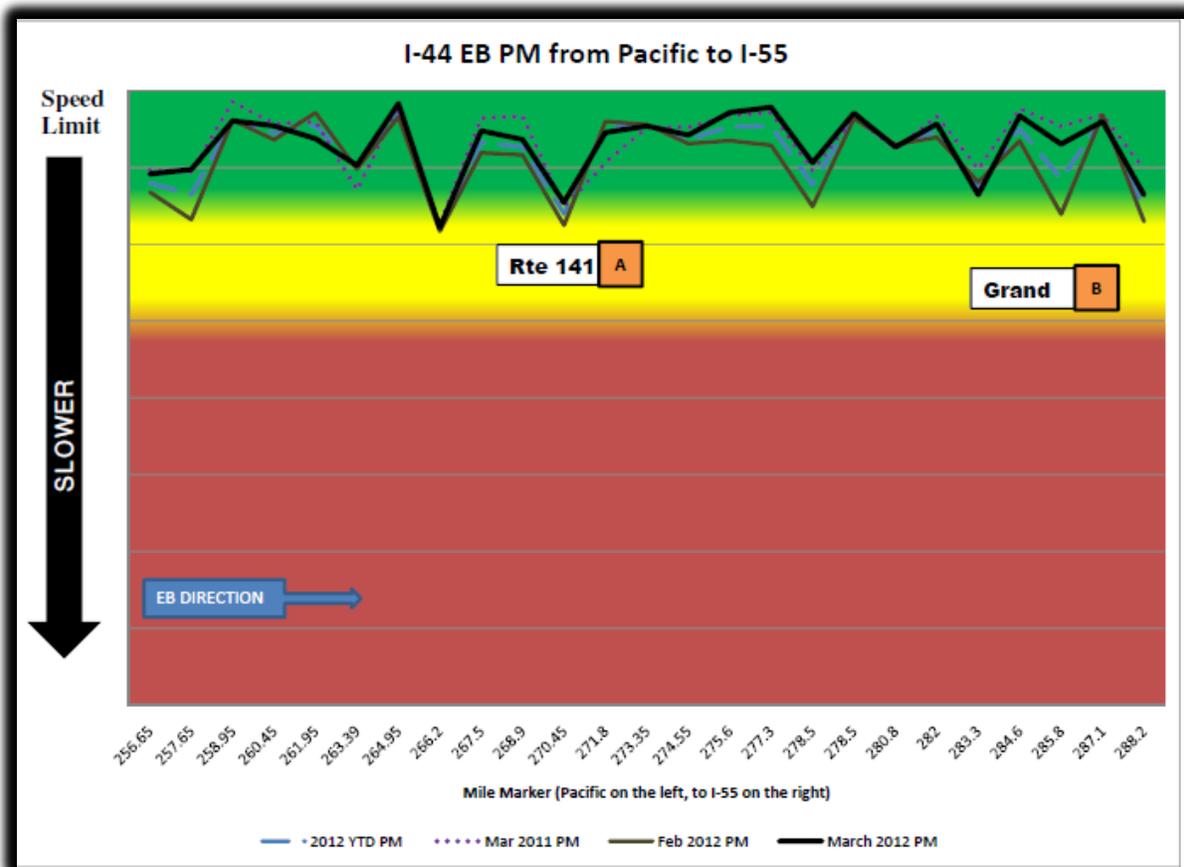
A B C D E G

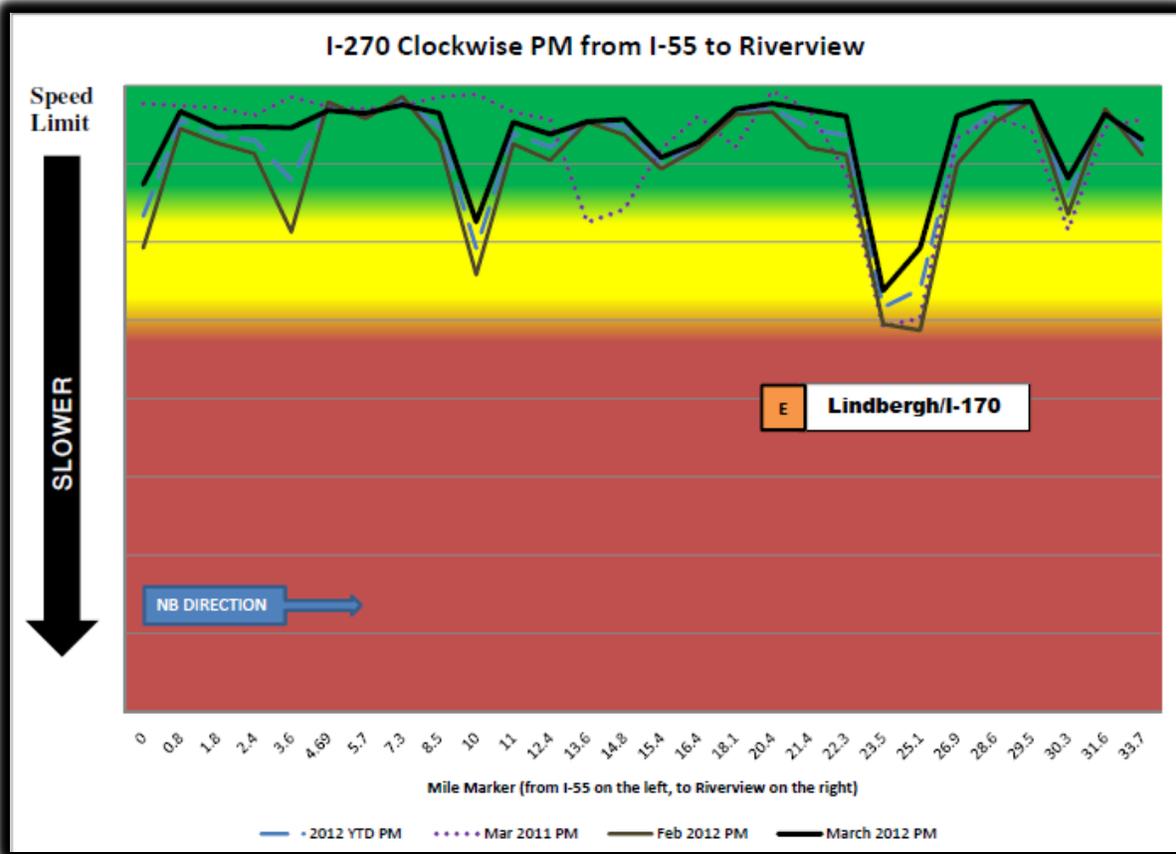
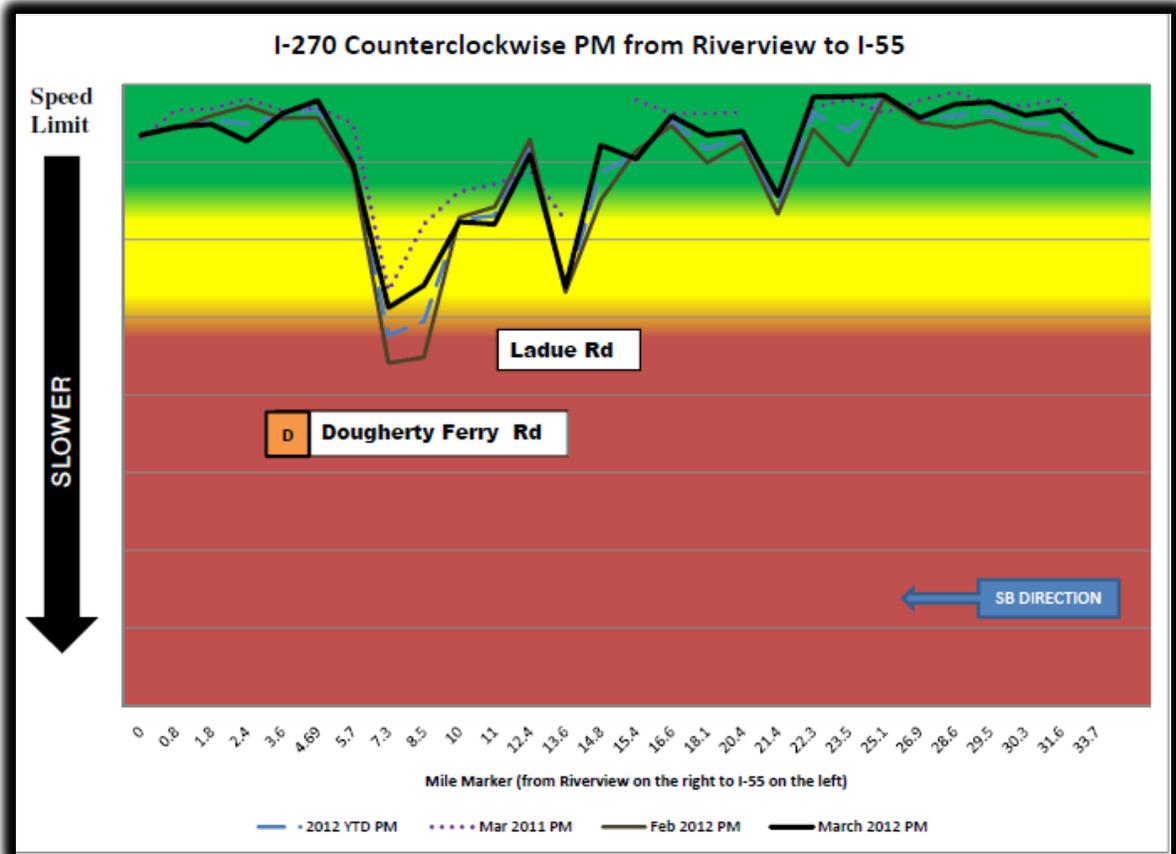
Mobility Slightly Increased

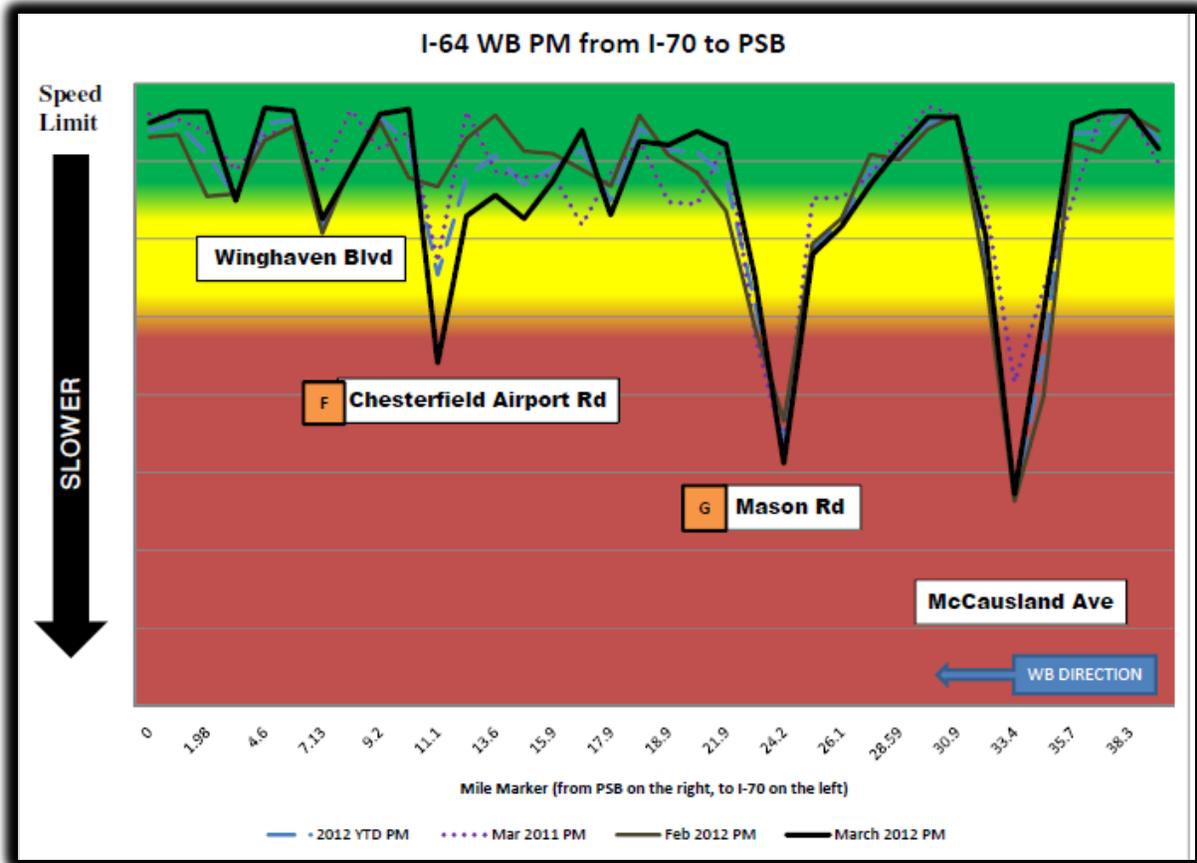
F

Mobility Slightly Decreased

*All weekdays are included in speed index calculation







Average Rate of Travel on Selected Signalized Routes by Calendar Year Average Travel Time per Mile Arterial Management

The purpose of the measure is to determine how well selected arterials across the region are operating during the peak traffic times. As improvements are made, such as signal timing, equipment upgrades, or access management improvements, this measure will show the effects of those efforts and decisions on the arterial system.

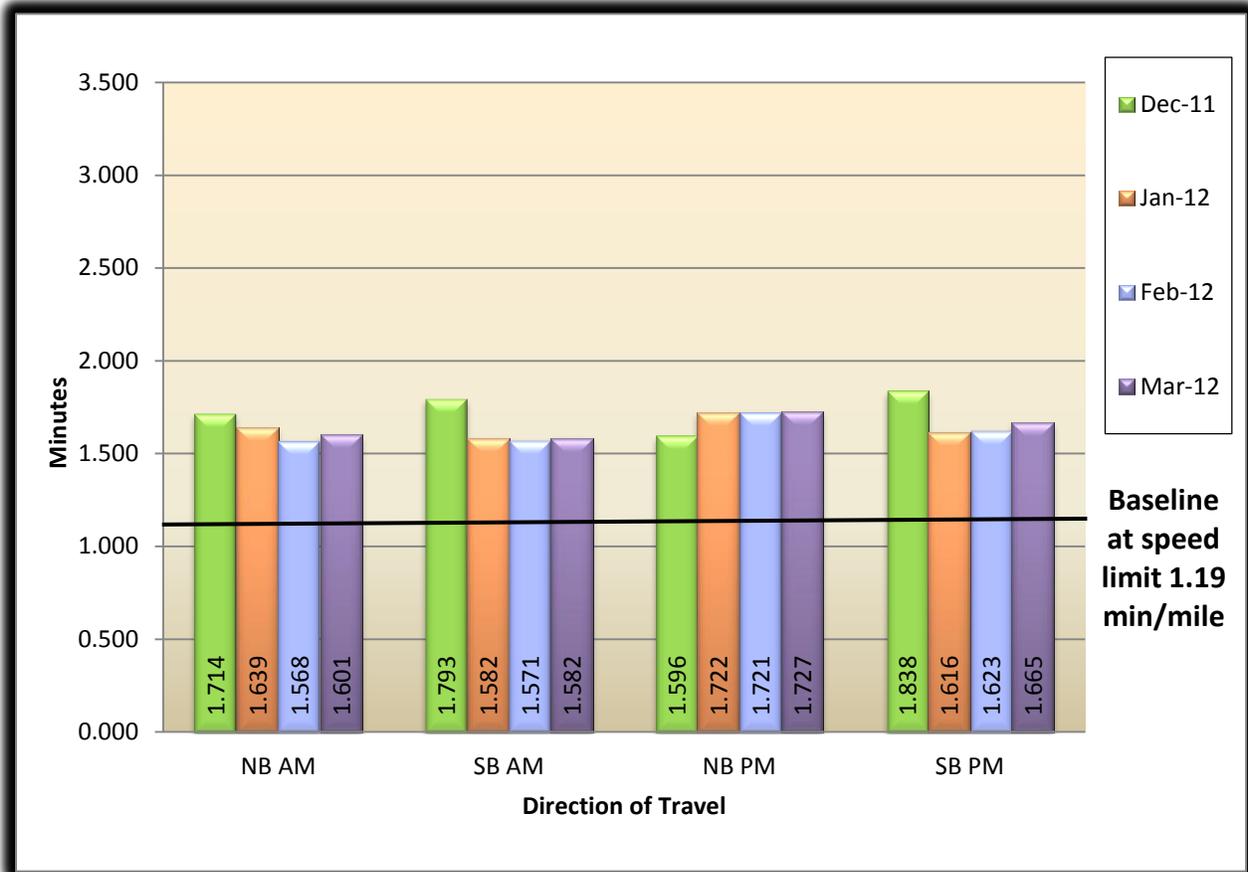
Travel times are measured on various arterial routes. For most routes, data is collected from driving each route multiple times during the A.M. and P.M. peak periods and timing how long it takes to traverse the route. For Rte. 141 and US 67, the Sensys Travel Time system is utilized to determine the travel times and allows a much more comprehensive collection of data. The travel time is compared to the speed limit and the average minutes per mile are calculated. An average minutes per mile based on a perfect run through the corridor is calculated and used as the baseline for comparison. If the actual average minutes per mile are at the baseline, traffic is moving at the speed limits without any stops.

The routes where data was collected include the following:

- Route 141*, from I-55 to I-64
- Route 30, from Route PP to Weber Hill Road
- Route 100, from Route 340 to Maple Lane
- US 50, from Union West City Limit to Denmark
- US 67*, from Route 367 to I-270

* Routes where data was collected using Sensys system.

Route 141, from I-55 to US 40 St. Louis and Jefferson Counties



The signal system is relatively stable at this time.

This corridor encompasses many systems. Recent review of timing along this corridor by the area traffic team discovered the signals are running on the system and with correct plans.

Number of Signals - 41

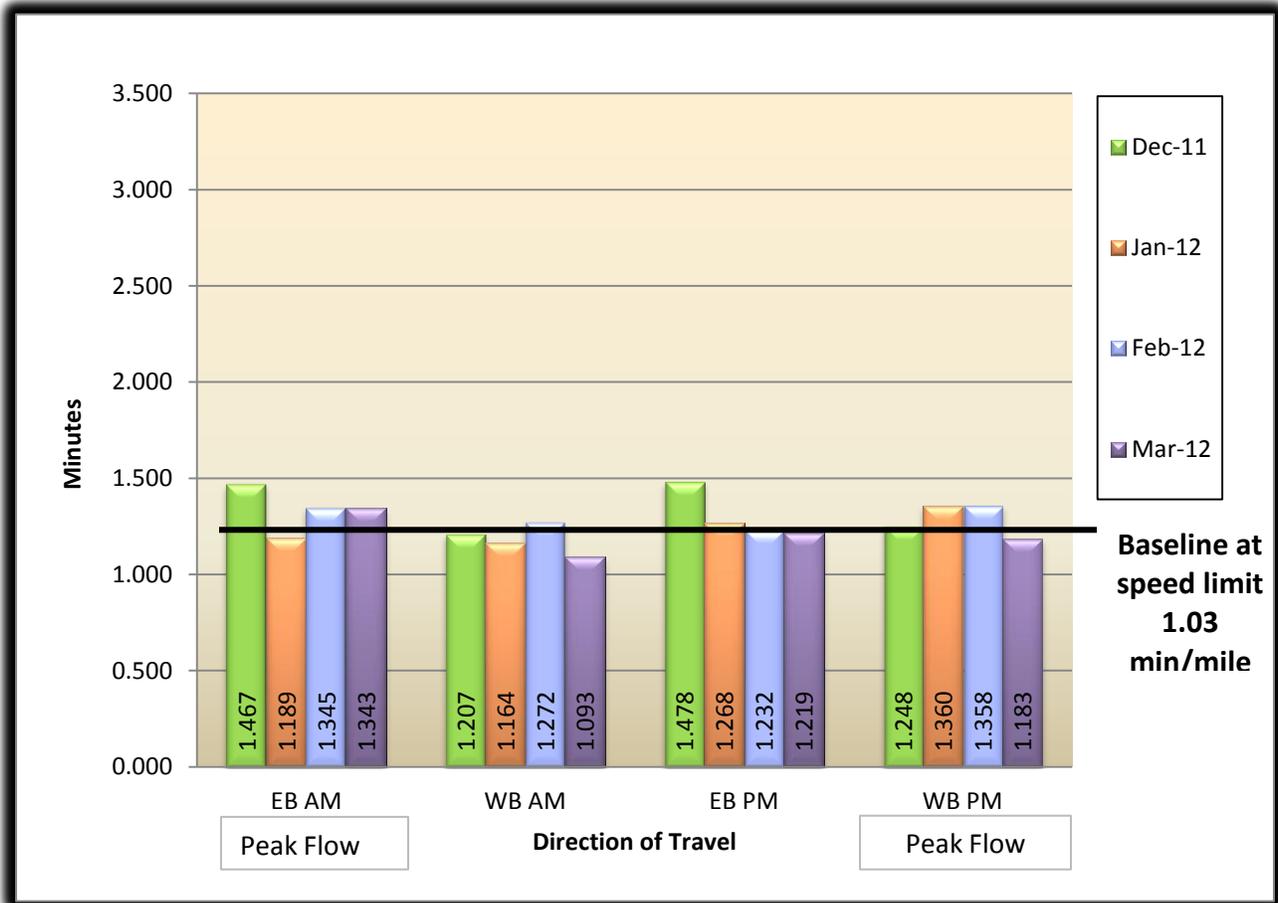
Length of system - 18.6 miles

Speed Limit on this corridor varies from 45 mph to 55 mph

Number of Lanes - this is an urban/rural 4-6 lane expressway with signalized crossovers and several grade separated interchanges.

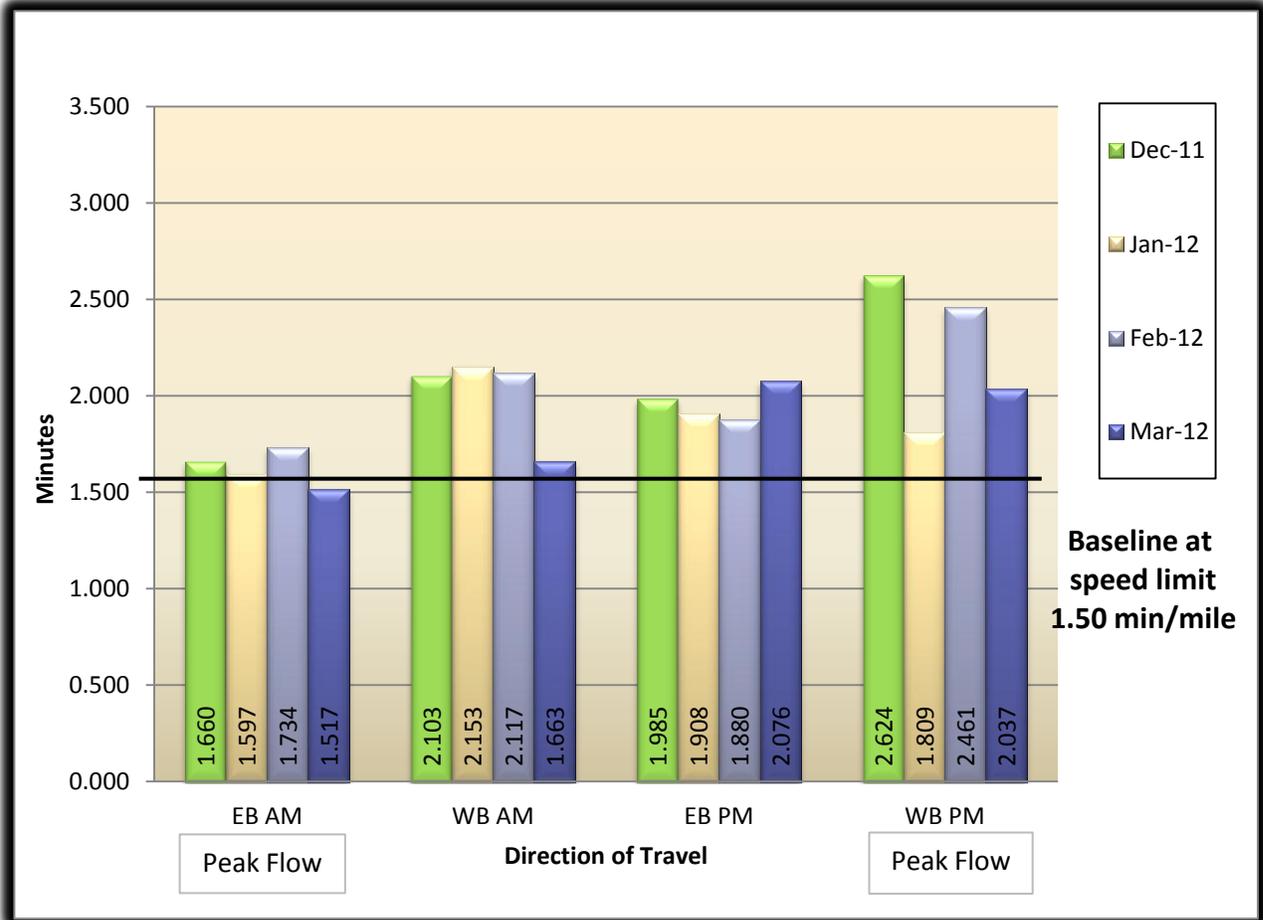
Weighted AADT for length of segment - 35930

Route 30, from Route PP to Weber Hill Road St. Louis and Jefferson Counties



Travel times are relatively stable along this corridor.
 This system was optimized in 2009 and is scheduled again in 2013.
 Number of Signals - 11
 Length of system - 9.2 miles
 Speed Limit varies from 50 mph and 60 mph
 Number of Lanes - this is a rural four lane expressway with signalized crossovers
 Weighted AADT for length of segment - 38150

Route 100, from Route 340 to Maple Lane St. Louis County



The WB travel times were better for March due to Parkway School district spring break. The optimization plans for this corridor are currently under contract for the current fiscal year. The corridor was also implemented with FYA and timing adjustments will be made with the optimization plans.

Number of Signals - 8

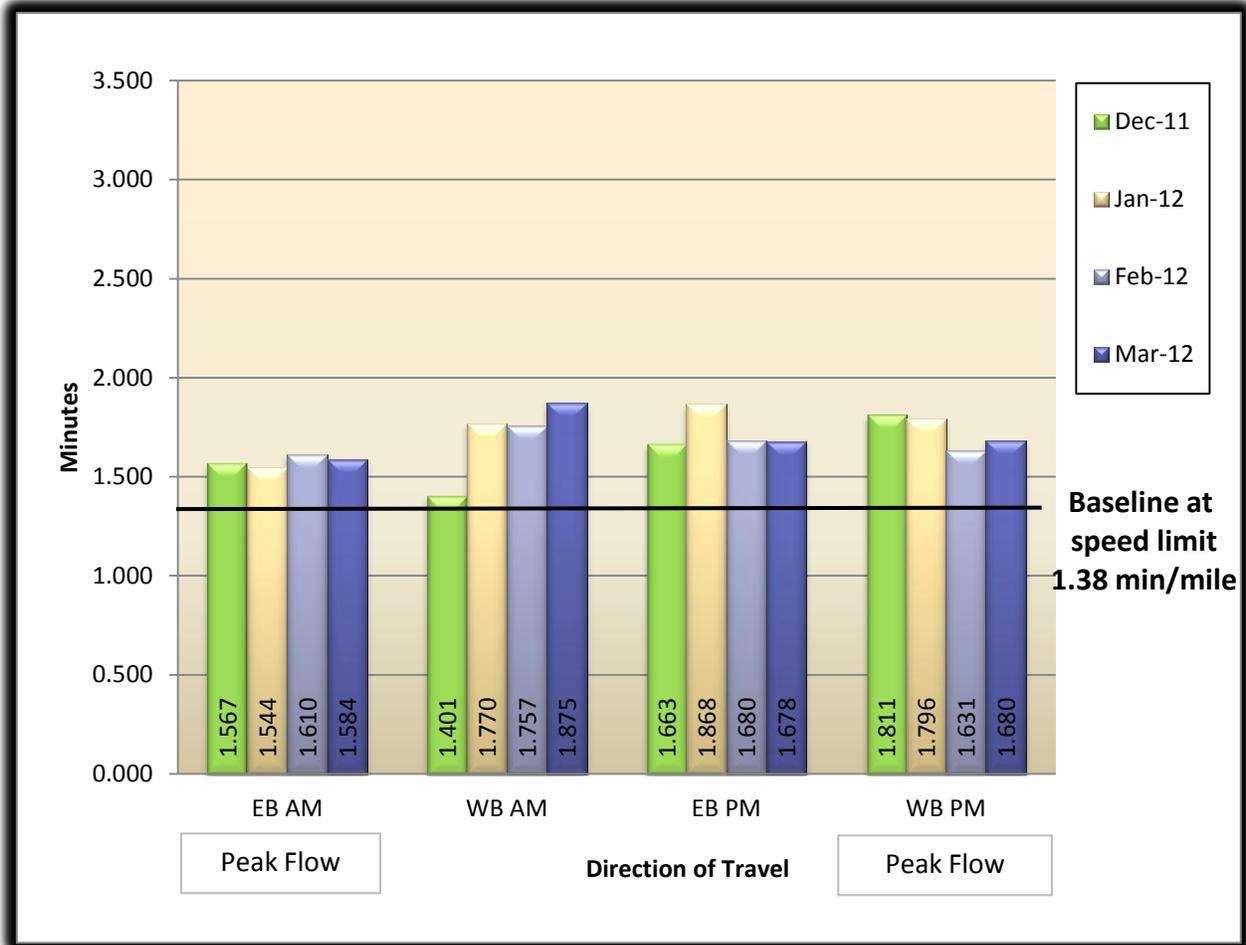
Length of system - 4.2 miles

Speed Limit is 40 mph

Number of Lanes - this is a five lane section with a two way left turn lane.

Weighted AADT for length of segment - 39500

US 50, from Union West City Limit to Denmark Franklin County



The signal system is relatively stable at this time. This system had signal optimization timings implemented in early July 2011. Additional reviews on throughput and turning allowances at the Rte. 47 intersection are planned for the next quarter.

Number of Signals - 6

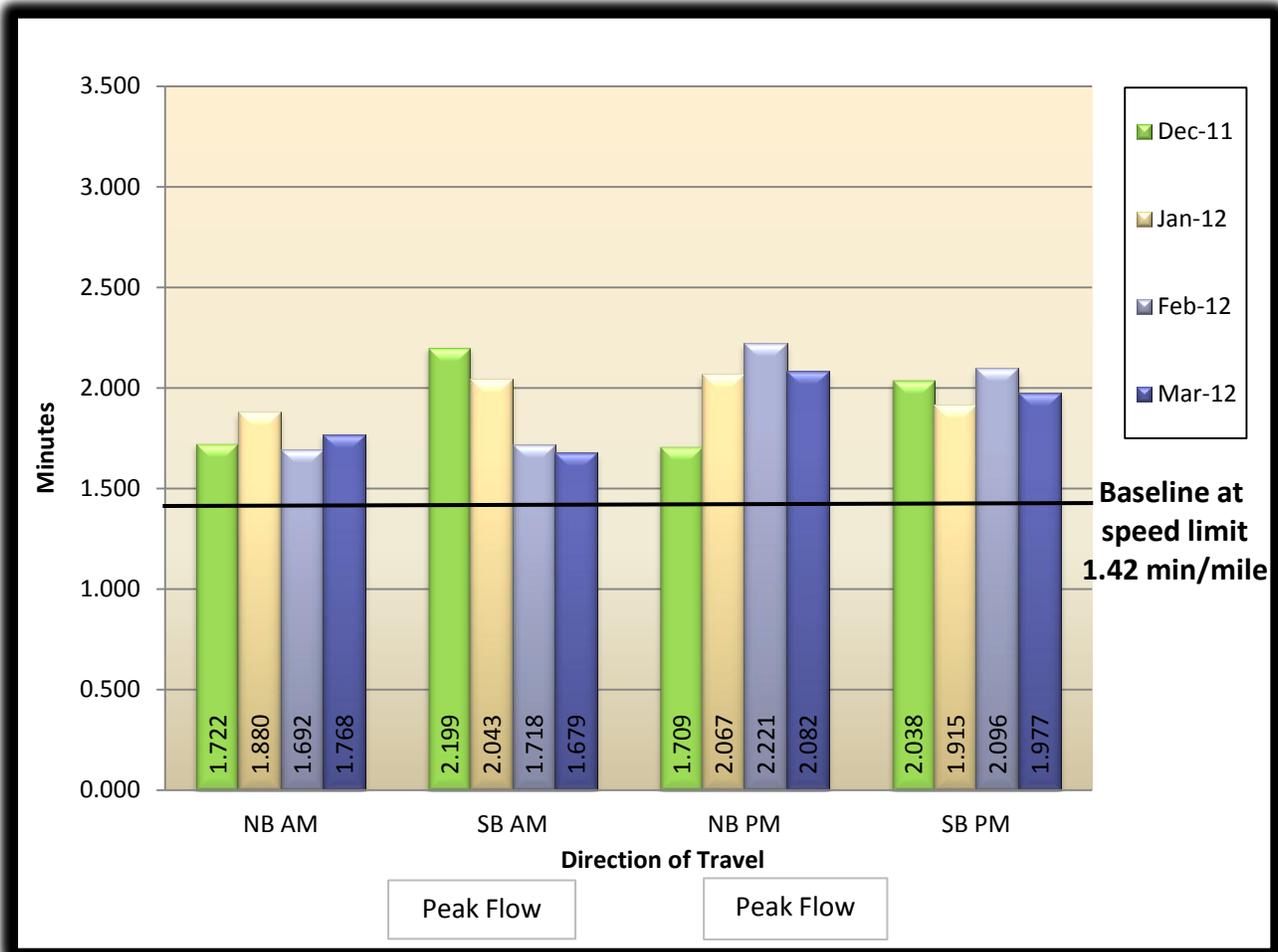
Length of system - 6.3 miles

Speed Limit varies between 40 mph and 50 mph.

Number of Lanes - this was just recently upgraded to a five lane section.

Weighted AADT for length of segment - 16850

US 67, from Route 367 to I-270 St. Louis County



The signal system seems to be relatively stable at this time. No specific reasons were identified for lower SB AM travel times over the past couple months.

Optimization on this system will be implemented within the current fiscal year.

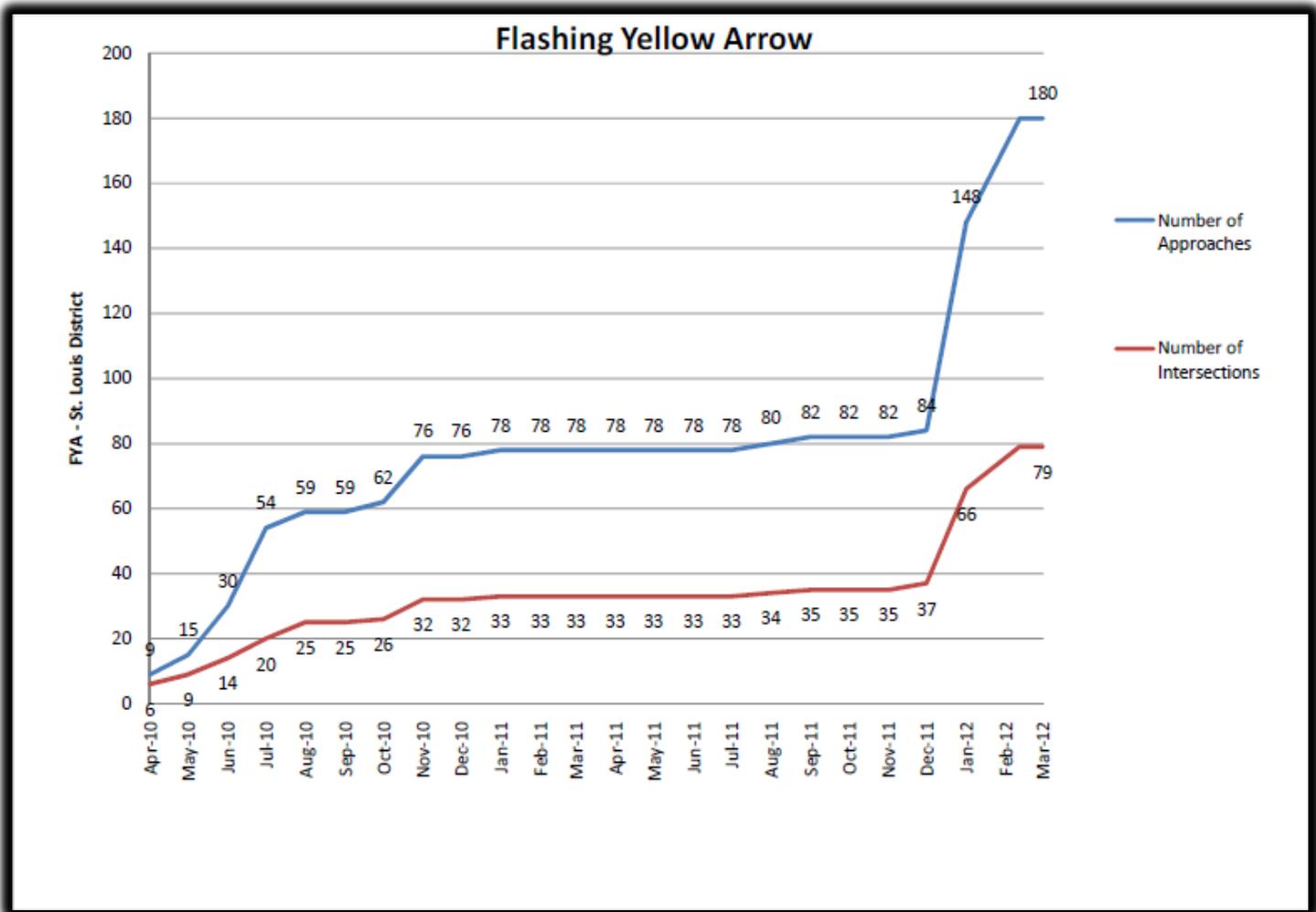
Number of Signals - 19

Length of system - 8.3 miles

Speed Limit varies between 40 mph and 45 mph

Number of Lanes - this is a five lane section with a two way left turn lane.

Weighted AADT for length of segment - 25450



Flashing Yellow Arrow signals are currently at 180 approaches in March, an increase of 24 from February. This increased the number of intersections containing Flashing Yellow Arrows to 79 in March, a gain of 13 from February.

Signal Optimization Results

Timing plans were implemented for Route 30 between I-55/12th St/Geyer Ave in St Louis City and Weber/Elgin in Southwest St Louis County (30 signals) in August of 2011. The arterial was broken into two signal groups (listed below) for signal plan implementation. Implementation was followed up by numerous field observations based on customer feedback regarding the new timing plan operation.

East Grouping (I-55 to Loughborough)

I-55 NB On-Ramp/12th St/Geyer Ave
 I-55 NB Off-Ramp/Russell Blvd
 Shenandoah Ave/McNair Ave
 Jefferson Ave/Sidney St
 Ohio Ave/Lynch St
 California Ave
 Nebraska Ave
 Arsenal St/Pennsylvania Ave
 Compton Ave/Wyoming Ave
 Utah St
 Cherokee St/Tennessee Ave
 Grand Blvd/Miami St
 Spring Ave
 Hydraulic Ave
 Gustine Ave
 Route 366/Chippewa St
 Meramec St
 Taft Ave
 Morganford Rd/Delor St
 Duke St
 Bates St
 Christy Blvd
 Holly Hills Ave
 Kingshighway Blvd/Cecil Pl
 Loughborough Ave

West Grouping (Hampton/Germania to Weber/Elgin)

Hampton Ave/Germania St
 River Des Peres Blvd
 Seibert Ave
 Heege Rd
 Weber Rd/Elgin Ave

Based on CBB's report, the signal optimization improved travel time eastbound (peak direction) in the AM Peak by 12% and delay by 33%. This was at the expense of westbound 30 (off-peak direction) increasing that direction's travel time by 7% and delay by 18%. During the midday, eastbound travel time and delay was the same, while westbound travel time improved 14% and delay was reduced by 34%. PM Peak travel time and delay was reduced in both directions. Eastbound travel time was improved by 15% with 35% less delay and the westbound direction (peak direction) travel time was improved by 3% with delay reduced by 9%

CBB's optimization efforts also reduced fuel consumption by approximately 130,000 gallons/year (approximately \$460,000 in fuel costs @ \$3.55/gallon).

It should be noted that 9 of these 30 intersections are actuated while the rest are pre-timed and that further improvements could be realized with upgrades to vehicle and pedestrian detection.

Table D1 Travel-Time Delay Summary Route 30 Saint Louis, Missouri					
Route 30 Eastbound		Pre-Study	Post-Study	Net Change	
				Value	Percent
AM Peak	Number of Samples	5	5		
	Average Travel Time (sec)	1179.4	1037.0	-142.4	-12.1%
	Average Delay	437.8	291.4	-146.4	-33.4%
	Average # of Stops	8.6	5.8	-2.8	-32.6%
	Average Travel Speed (mph)	21.9	24.9	3.0	13.7%
Midday Peak	Number of Samples	5	5		
	Average Travel Time (sec)	1243.6	1243.8	0.2	0.0%
	Average Delay	498.2	497.2	-1.0	-0.2%
	Average # of Stops	11.0	8.4	-2.6	-23.6%
	Average Travel Speed (mph)	20.7	20.7	0.0	0.0%
PM Peak	Number of Samples	5	5		
	Average Travel Time (sec)	1377.6	1172.6	-205.0	-14.9%
	Average Delay	639.4	425.0	-214.4	-33.5%
	Average # of Stops	15.8	7.2	-8.6	-54.4%
	Average Travel Speed (mph)	18.7	22.0	3.3	17.6%

Table D1 (continued) Travel-Time Delay Summary Route 30 Saint Louis, Missouri					
Route 30 Westbound		Pre-Study	Post-Study	Net Change	
				Value	Percent
AM Peak	Number of Samples	5	5		
	Average Travel Time (sec)	1172.2	1257.0	84.8	7.2%
	Average Delay	435.6	514.2	78.6	18.0%
	Average # of Stops	11.4	11.2	-0.2	-1.8%
	Average Travel Speed (mph)	22.0	20.5	-1.5	-6.8%
Midday Peak	Number of Samples	5	5		
	Average Travel Time (sec)	1267.6	1089.6	-178.0	-14.0%
	Average Delay	522.6	343.0	-179.6	-34.4%
	Average # of Stops	11.4	8.0	-3.4	-29.8%
	Average Travel Speed (mph)	20.3	23.7	3.4	16.7%
PM Peak	Number of Samples	5	5		
	Average Travel Time (sec)	1126.8	1093.6	-33.2	-2.9%
	Average Delay	380.2	344.8	-35.4	-9.3%
	Average # of Stops	8.4	4.8	-3.6	-42.9%
	Average Travel Speed (mph)	22.9	23.6	0.7	3.1%

Work Zones

Whenever traffic delay is reported, delay shall be evaluated using this chart and adequate mitigation measures should begin within the parameters of this chart. TMC and field personnel are partners in the mitigation of traffic and notification of delay should trigger the appropriate response from both parties.

Chart is designed to be a traffic delay reference to establish parameters for gauging work zone delay and to provide guidance for taking mitigation actions. Delay can be reported via Blue Toad technology, field personnel, call reports, ITS, TMC cameras, etc.

Major and Moderate delays trigger an IAR (Immediate Action Required) event. IAR means work zone user and TMC partner together to take immediate actions to reduce or eliminate distress. During an IAR event mitigation procedures can range from increased driver notification up to and including removal of work zone. Additional mitigation procedures may require involvement of administration through use of the work zone resolution ladder.

IAR event can be upgraded or downgraded as conditions change.

Level of Impact	Expected Delay	Mitigation Actions
<p>Major (Red) <u>IAR Event</u></p> <p>SEVERE DISTRESS PRESENT</p> <p>Return of roadway to free flow traffic is Priority #1</p>	<p>15 minutes or above</p> <p>TMC and field personnel take all steps possible up to and including removal of lane closure to achieve free flow threshold</p>	<p>Immediate Action Required</p> <p>Supervisory mitigation assistance is required using the St. Louis District Work Zone Resolution Ladder as a tool to restore free flow traffic threshold</p>
<p>Moderate (Yellow) <u>IAR Event</u></p> <p>CAUTIONARY STAGE:</p> <p>Action required by Field/ TMC to prevent escalation to a major event</p>	<p>10 – 14 minutes</p> <p>TMC increases driver messaging. Field begins efforts to restore free flow traffic</p>	<p>TMC and field shall reach a consensus on mitigation success within 15 minutes or less.</p> <p>If a consensus cannot be reached, mitigation should be scaled upwards in accordance with the St. Louis District Work Zone Resolution Ladder</p>

Incident Levels

Major Impact Traffic Incident – Road closure > 2 hours

Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. These traffic incidents typically involve closing all or part of a roadway facility for a period exceeding 2 hours.

Moderate Impact Traffic Incident – Blocked travel lanes/closure 30 min – 2 hours

Moderate traffic impact incidents typically affect travel lanes for a time period of 30 minutes to 2 hours, and usually require traffic control on the scene to divert road users past the blockage. Full roadway closures might be needed for short periods during traffic incident clearance to allow traffic incident responders to accomplish their tasks.

Minor Impact Traffic Incident – Lane closures < 30 minutes

Minor traffic incidents are typically disabled vehicles and minor crashes that result in lane closures of less than 30 minutes. On-scene responders are typically law enforcement and towing companies, and occasionally highway agency service patrol vehicles.

Definitions

511 – Gateway Guide’s phone line for automated call-in travel information in the St. Louis Metro Area

511 Floodgate Message – Road closure message sent from the TMC that is read at the beginning of a 511 call and posted to the banner on the website

ACTRA – Traffic signal management software program

Alert – Email message sent regarding an incident or event on the roadway

Arterial – Missouri State Highway Numbered Routes, not fully access controlled

Arterial Device – ITS equipment located along MoDOT arterials

Average Minutes per Mile – Number of minutes for a vehicle to travel one mile of roadway averaged over a section of roadway

BlueTOAD - a (Bluetooth Travel-time Origination and Destination) traffic monitoring system to collect high quality high density travel times by sampling a portion of actual travel times

CFI – Continuous Flow Intersection, at grade intersection configured to move turning vehicles conflicting with through movements out of the main intersection.

DMS - Dynamic Message Signs

Defined Sensor – A single sensor with an individual ID focused on a particular roadway; multiple defined sensors may be located at one physical sensor location

Driver messaging – Messages placed on DMS boards to alert drivers of incidents ahead of their direction of travel

EOC – Emergency Operations Center operated by MoDOT at the central office in Jefferson City

ER – MoDOT’s Emergency Response units that provide emergency assistance during nights and weekends typically not covered by Motorist Assist units

Freeway Device – ITS device located along a MoDOT freeway, such as interstates and other fully access controlled highways

Gatewayguide.com – Gateway Guide’s website for local St. Louis area traffic information

GuidePost – Area of report highlighting important mobility topics for the month

IDOT - Illinois Department of Transportation

KCScout – Gateway Guide’s counterpart for the greater Kansas City Metropolitan area, a collaboration involving both MoDOT and the Kansas DOT

Mobility – Ease of movement over roadway, through system, and or work zone

MMU – Conflict monitor hardware installed at a signal system

MRB – Mississippi River Bridge under construction north of downtown St. Louis

Peak Average – Daily speed sensor readings over an entire weekday rush commute period averaged for an entire month

PSB - Poplar Street Bridge

Regional Mobility Overview – Map depicting congestion areas based on speed index ratings derived from speed sensor readings

Speed Index – a ratio of the speed at which vehicles travel during a period to the speed at free-flow conditions

Stats to Watch – Area of report highlighting interesting trends for the report month, or data to be closely followed

STLtraffic – Email group consisting of Gateway Guide personnel and Gateway Guide’s media partners, messages sent to the group are also posted on Twitter

TMC – Traffic Management Center (also referred to as Gateway Guide)

TMC Alert – Email alert sent to an internal group of Gateway Guide personnel

VDS – Video Detection System, signal equipment used to detect vehicles at an intersection

Visibility- Concerning placement of traffic signs, signals, devices, barricades and warning lights for safety within work zone or construction area to help motorist and workers move within a work zone safely; Clearly visible and legible, distinguishable to approaching traffic during day and night, aligned with road user’s line of vision, and positioned as to not obstruct other applicable traffic control devices. Must meet MUTCD standards for condition and must be covered, turned or properly stowed when not in use.

Zoning In – section of report highlighting important construction topics for the report month

I-70 Mile Markers

ST. CHARLES COUNTY		ST. CHARLES COUNTY	
5TH ST SOUTH (ST. CHARLES)	229A	229A	5TH ST SOUTH (ST. CHARLES)
5TH ST NORTH (ST. CHARLES)	229B	229B	5TH ST NORTH (ST. CHARLES)
ST. LOUIS COUNTY		ST. LOUIS COUNTY	
BLANCHETTE BRIDGE	230	230	BLANCHETTE BRIDGE
EARTH CITY EXPRESSWAY SOUTH	231A	231A	EARTH CITY EXPRESSWAY SOUTH
EARTH CITY EXPRESSWAY NORTH	231B	231B	EARTH CITY EXPRESSWAY NORTH
I-270	232	232	I-270
MCKELVEY RD OVERPASS (BRIDGETON)	233	233	MCKELVEY RD OVERPASS (BRIDGETON)
RTE 180/ST. CHARLES ROCK RD (BRIDGETON)	234	234	RTE 180/ST. CHARLES ROCK RD (BRIDGETON)
US 67 SOUTH (BRIDGETON)	235A	235A	US 67 SOUTH (BRIDGETON)
US 67 NORTH (BRIDGETON)	235B	235B	US 67 NORTH (BRIDGETON)
CYPRESS RD (BRIDGETON)	235C	235C	CYPRESS RD (BRIDGETON)
AIRFLIGHT (ST. ANN)	236	236	AIRFLIGHT (ST. ANN)
MCDONNELL OVERPASS (BERKELEY)	237	237	MCDONNELL OVERPASS (BERKELEY)
LAMBERT AIRPORT (BERKELEY)	238A	238A	LAMBERT AIRPORT (BERKELEY)
I-170 NORTH (BERKELEY)	238B	238B	I-170 NORTH (BERKELEY)
I-170 SOUTH (BERKELEY)	238C	238C	I-170 SOUTH (BERKELEY)
NORTH HANLEY (BERKELEY)	239	239	NORTH HANLEY (BERKELEY)
RTE N/FLOISSANT RD (COOL VALLEY)	240A	240A	RTE N/FLOISSANT RD (COOL VALLEY)
BERMUDA DR (NORMANDY)	240B	240B	BERMUDA DR (NORMANDY)
RTE U/LUCAS AND HUNT RD	241B	241B	RTE U/LUCAS AND HUNT RD
JENNINGS STATION RD (PINE LAWN)	242C	242C	JENNINGS STATION RD (PINE LAWN)
ST. LOUIS CITY		ST. LOUIS CITY	
GOODFELLOW (ST. LOUIS)	243A	243A	GOODFELLOW (ST. LOUIS)
RIVERVIEW/BIRCHER (ST. LOUIS)	243B	243B	RIVERVIEW/BIRCHER (ST. LOUIS)
UNION (ST. LOUIS)	244A	244A	UNION (ST. LOUIS)
KINGSHIGHWAY (ST. LOUIS)	244B	244B	KINGSHIGHWAY (ST. LOUIS)
SHREVE (ST. LOUIS)	245A	245A	SHREVE (ST. LOUIS)
WEST FLOISSANT AVE (ST LOUIS)	245B	245B	WEST FLOISSANT AVE (ST LOUIS)
NORTH BROADWAY (ST. LOUIS)	246A	246A	NORTH BROADWAY (ST. LOUIS)
ADELAIDE (ST LOUIS)	246B	246B	ADELAIDE (ST LOUIS)
GRAND (ST. LOUIS)	247	247	GRAND (ST. LOUIS)
SALISBURY (ST LOUIS)	248A	248A	SALISBURY (ST LOUIS)
BRANCH (ST LOUIS)	248B	248B	BRANCH (ST LOUIS)
MADISON (ST LOUIS)	249A	249A	MADISON (ST LOUIS)
PINE ST OVERPASS (ST LOUIS)	250	250	PINE ST OVERPASS (ST LOUIS)
CHESTNUT ST OVERPASS (ST LOUIS)	250	250	CHESTNUT ST OVERPASS (ST LOUIS)
MARKET ST OVERPASS (ST. LOUIS)	250	250	MARKET ST OVERPASS (ST. LOUIS)
WALNUT ST OVERPASS (ST LOUIS)	250	250	WALNUT ST OVERPASS (ST LOUIS)

I-70 DISTRICT 6 WESTBOUND
I-70 DISTRICT 6 EASTBOUND

I-70 St. Charles County Mile Markers

RTE A (WENTZVILLE)	212	I-70 DISTRICT 6 EASTBOUND I-70 DISTRICT 6 WESTBOUND	212	RTE A (WENTZVILLE)
LAKE ST. LOUIS BLVD (LAKE ST. LOUIS)	214		214	LAKE ST. LOUIS BLVD (LAKE ST. LOUIS)
BRYAN RD (O'FALLON)	216		216	BRYAN RD (O'FALLON)
RTE K/RTE M (O'FALLON)	217		217	RTE K/RTE M (O'FALLON)
T.R. HUGHES BLVD (O'FALLON)	218		218	T.R. HUGHES BLVD (O'FALLON)
RTE 79 (ST. PETERS/O'FALLON)	220		220	RTE 79 (ST. PETERS/O'FALLON)
RTE C/MID RIVERS MALL DR (ST. PETERS)	222		222	RTE C/MID RIVERS MALL DR (ST. PETERS)
SPENCER RD OVERPASS (ST. PETERS)	223		223	SPENCER RD OVERPASS (ST. PETERS)
RTE 370 (ST. PETERS)	224		224	RTE 370 (ST. PETERS)
CAVE SPRINGS (ST. CHARLES)	225		225	CAVE SPRINGS (ST. CHARLES)
ZUMBEHL RD (ST. CHARLES)	227		227	ZUMBEHL RD (ST. CHARLES)
HAWK'S NEST OVERPASS (ST. CHARLES)	227		227	HAWK'S NEST OVERPASS (ST. CHARLES)
RTE 94 (ST. CHARLES)	228		228	RTE 94 (ST. CHARLES)
5TH ST SOUTH (ST. CHARLES)	229A		229A	5TH ST SOUTH (ST. CHARLES)
5TH ST NORTH (ST. CHARLES)	229B		229B	5TH ST NORTH (ST. CHARLES)

I-270 Mile Markers

3	KOCH RD	I-255 WESTBOUND	I-255 EASTBOUND	KOCH RD	3
2	SR 231 (TELEGRAPH RD)		SR 231 (TELEGRAPH RD)	2	
1C	US61-67		US61-67	1B	
1B	I-55 NORTH		I-55 NORTH	1B	
1	I-55 SOUTH		I-55 SOUTH	1A	
2	SR 21 (TESSON FERRY RD.)		SR 21 (TESSON FERRY RD.)	2	
3	SR 30 (GRAVOIS RD.)		SR 30 (GRAVOIS RD.)	3	
5	I-44 EAST/SR 366 (WATSON RD.)		I-44 EAST	5	
5	I-44 WEST		I-44 WEST	5	
				BIG BEND RD.	7
8	DOUGHERTY FERRY RD.	I-270 DISTRICT 6 COUNTER CLOCKWISE FROM RIVERVIEW DR. TO I-55 I-270 DISTRICT 6 CLOCKWISE FROM I-55 TO RIVERVIEW DR.	I-270 DISTRICT 6 COUNTER CLOCKWISE FROM RIVERVIEW DR. TO I-55	DOUGHERTY FERRY RD.	8
10	SR 100 (MANCHESTER RD.)		SR 100 (MANCHESTER RD.)	10	
12	I-64 EAST/WEST/US 40-61 NORTH/SOUTH		I-64 EAST/WEST/US 40-61 NORTH/SOUTH	12 A/B	
13	SR AB (LADUE RD)		SR AB (LADUE RD)	13	
14	SR 340 (OLIVE BLVD)		SR 340 (OLIVE BLVD)	14	
16	SR D (PAGE AVE.) EAST		SR D (PAGE AVE.) EAST	16A	
16	SR 364 WEST		SR 364 WEST	16B	
17	DORSETT RD		DORSETT RD	17	
20	I-70 WEST/EAST		I-70 WEST	20B	
			I-70 EAST	20A	
20C	SR 180 (ST. CHARLES ROCK RD)		SR 180 (ST. CHARLES ROCK RD)	20C	
22	MISSOURI BOTTOM RD/370 WEST		SR 370 WEST	22D	
23	MCDONNELL BLVD		MCDONNELL BLVD	23	
25A	US 67 SOUTH		US 67 NORTH	25A	
25B	US 67 NORTH		US 67 SOUTH	25B	
26	HANLEY/GRAHAM RD.		I-170 SOUTH (EXIT LEFT)	26A	
26	I-170 SOUTH		HANLEY/GRAHAM	26B	
27	NEW FLORISSANT RD		NEW FLORISSANT RD	27	
28	WASHINGTON/ELIZABETH RD.		ELIZABETH/WASHINGTON	28	
29	WEST FLORISSANT RD		WEST FLORISSANT RD	29	
30	SR AC HALLS FERRY RD	SR AC NEW HALLS FERRY RD	30		
		NEW HALLS FERRY RD.	30A		
31A	SR 367 SOUTH	SR 367 SOUTH	31A		
31B	SR 367 NORTH	SR 367 NORTH	31B		
32	BELLEFONTAINE RD	BELLEFONTAINE RD	32		
33	LILAC AVE.	LILAC AVE.	33		
34	RIVERVIEW DR.	RIVERVIEW DR.	34		

I-64 Mile Markers

I-70 WEST EXIT RIGHT/EAST EXIT LEFT	1		1A	I-70 WEST
			1B	I-70 EAST
PROSPECT RD	1C		1C	PROSPECT RD
LAKE ST. LOUIS BLVD	2		2	LAKE ST. LOUIS BLVD
SR N	4		4	MO N
SR DD/WINGHAVEN	6		6	MO DD/Winghaven
SR K/SR 94	9		9	MO K
			10	MO 94
			11	RESEARCH PARK CRL
MISSOURI RESEARCH PARK/TECHNOLOGY DR	12		13	DANIEL BOONE BRIDGE
DANIEL BOONE BRIDGE	13		14	SPIRIT OF ST LOUIS BLVD
CHESTERFIELD AIRPORT RD	14		16	LONG RD
			17	BOONE'S CROSSING
BOONE'S CROSSING	17		19A	CHESTERFIELD PKWY
CHESTERFIELD PKWY	19A		19B	MO 340 (OLIVE/CLARKSON)
SR 340 (OLIVE/CLARKSON)	19B		20	CHESTERFIELD PKWY
			21	TIMBERLAKE MANOR PKWY
TIMBERLAKE MANOR PKWY	21		22	MO 141 (WOODS MILL RD)
SR 141	22		23	MARYVILLE CENTRE DR
MASON RD	23		24	MASON RD
			25A	I-270 SOUTH
I-270 SOUTH	25A		25B	I-270 NORTH
I-270 NORTH	25B		26	MO JJ (BALLAS RD)
SR JJ (BALLAS RD)	26		27	SPOEDE RD
SPOEDE RD	27		28A	US 61-67
US 61-67	28A		28B	CLAYTON RD
			30	MCKNIGHT RD
MCKNIGHT RD	30		31A	I-170 NORTH
BRENTWOOD/HANLEY RD	31B		31B	HANLEY RD/BRENTWOOD BLVD
I-170 NORTH	31A			
BELLEVUE AVE	33B		33A	BIG BEND BLVD
BIG BEND	33A			ST. LOUIS CITY
MCCAUSLAND	33C		33C	MCCAUSLAND AVE
ST. LOUIS CITY			34A	CLAYTON RD/SKINKER BLVD
HAMPTON AVE/OAKLAND AVE	34B		34B	HAMPTON AVE
			36A	KINGSHIGHWAY
KINGSHIGHWAY	36A		36B	BOYLE
VANDEVENTER AVE	36C			
MARKET ST/BERNARD ST	37A		38A	FOREST PARK AVE/GRAND BLVD
GRAND AVE	37B		38B	MARKET ST AT 3000 WEST
JEFFERSON AVE	38A		39A	MARKET ST AT 21ST
CHESTNUT AT 20TH ST	38B		40A	STADIUM/9TH ST/ TUCKER BLVD
14TH ST	39B		40C	I-44 WB/I-55 SB/ I-70 WB
11TH ST EXIT LEFT	39C			
BROADWAY/7TH ST (LAST MISSOURI EXIT)	40B			

I-64 DISTRICT 6 WESTBOUND
I-64 DISTRICT 6 EASTBOUND

I-55 Mile Markers

JEFFERSON COUNTY		I-55 DISTRICT 6 SOUTHBOUND I-55 DISTRICT 6 NORTHBOUND	JEFFERSON COUNTY	
RTE M	185		185	RTE M
MAIN ST(IMPERIAL)	186		186	MAIN ST(IMPERIAL)
RICHARDSON RD (ARNOLD)	190		190	RICHARDSON RD (ARNOLD)
RTE 141 (ARNOLD)	191		191	RTE 141 (ARNOLD)
ST. LOUIS COUNTY			ST. LOUIS COUNTY	
MERAMEC BOTTOM RD	193		193	MERAMEC BOTTOM RD
BUTLER HILL RD	195		195	BUTLER HILL RD
I-255 EAST	196A		196A	I-255 EAST
I-270 NORTH	196B		196B	I-270 NORTH
US67/LINDBERGH	197		197	US67/LINDBERGH
REAVIS BARRACKS RD	199		199	REAVIS BARRACKS RD
UNION RD	200		200	UNION RD
BAYLESS	201A		201A	BAYLESS
WEBER RD	201B		201B	WEBER RD
ST. LOUIS CITY			ST. LOUIS CITY	
GERMANIA (ST. LOUIS)	202B		202B	GERMANIA (ST. LOUIS)
LOUGHBOROUGH AVE (ST. LOUIS)	202C		202C	LOUGHBOROUGH AVE (ST. LOUIS)
BATES (ST. LOUIS)	203		203	BATES (ST. LOUIS)
BROADWAY (ST. LOUIS)	204		204	BROADWAY (ST. LOUIS)
GASCONADE (ST. LOUIS)	205		205	GASCONADE (ST. LOUIS)
ARSENAL (ST. LOUIS)	206C		206C	ARSENAL (ST. LOUIS)
SIDNEY OVERPASS	206	206	SIDNEY OVERPASS	
GRAVOIS AVE OVERPASS	207	207	GRAVOIS AVE OVERPASS	
I-44 WEST (ST. LOUIS)	207	207	I-44 WEST (ST. LOUIS)	
7TH ST/PARK AVE (ST. LOUIS)	208	208	7TH ST/PARK AVE (ST. LOUIS)	

I-44 Mile Markers

FRANKLIN COUNTY		FRANKLIN COUNTY	
PACIFIC	257	257	PACIFIC
ST. LOUIS COUNTY		261	ALLENTON/SIX FLAGS
ALLENTON/SIX FLAGS	261	ST. LOUIS COUNTY	
RTE 109/RTE W	264	264	RTE 109/RTE W
WILLIAMS RD	265		
LEWIS RD	266	266	LEWIS RD
		269	ANTIRE
RTE 141	272	272	RTE 141
BOWLES	274	274	BOWLES
MRAZ	274		
		275	SOCCER PARK
I-270 NORTH	276B	276B	I-270 NORTH
I-270 SOUTH	276A	276A	I-270 SOUTH
RTE 366/WATSON	277A		
US 67/LINDBERGH	277B	277B	US 67/LINDBERGH
BIG BEND	278	278	BIG BEND
		279	BERRY
ELM	280	280	ELM
LACLEDE STATION	282		
ST. LOUIS CITY		283	SHREWSBURY
JAMIESON	284A	ST. LOUIS CITY	
		284B	ARSENAL
		285	SOUTHWEST
HAMPTON	286		
KINGSHIGHWAY	287	287	KINGSHIGHWAY
GRAND AVE	288	288	GRAND AVE
JEFFERSON AVE	289	289	JEFFERSON AVE
I-55 SOUTH	290A		
18TH ST	290B		
		290C	12TH ST./GRAVOIS

I-44 DISTRICT 6 WESTBOUND
I-44 DISTRICT 6 EASTBOUND

I-170 Mile Markers

I-64 WEST/US 40-61	1A	I-170 DISTRICT 6 SOUTHBOUND I-170 DISTRICT 6 NORTHBOUND		
I-64 EAST/US 40-61	1B			
			1C	GALLERIA PARKWAY
BRENTWOOD BLVD	1D			
FOREST PARK PARKWAY	1E		1E	FOREST PARK PARKWAY
LADUE RD	1F		1F	LADUE RD
DELMAR	2		2	DELMAR
EAST/3B WEST SR 340 (OLIVE BLVD)	3A		3	SR 340 (OLIVE BLVD)
SRD/SR 364 (PAGE AVE)	4		4	SR D/SR 364 (PAGE AVE)
SR 180 (ST. CHARLES ROCK RD)	5		5	SR 180 (ST. CHARLES ROCK RD)
SR 115 (NATURAL BRIDGE RD)	6		6	SR 115 (NATURAL BRIDGE RD)
I-70 EAST (EXIT LEFT)	7A		7A	I-70 EAST (EXIT RIGHT)
I-70 WEST (EXIT RIGHT)	7B		7B	I-70 WEST (EXIT LEFT)
			7C	LAMBERT ST. LOUIS AIRPORT
SCUDDER	8		8	SCUDDEN/N. HANLEY RD
AIRPORT RD	9A		9A	AIRPORT
			9B	BOEING (EXIT LEFT)
			9C	N. HANLEY RD
			10A	I-270 WEST (EXIT RIGHT)
		10B	I-270 EAST (EXIT LEFT)	

SR 364 Mile Markers

		SR 364 WESTBOUND SR 364 EASTBOUND	11B	HARVESTER RD
			12	HERITAGE CROSSING/JUNGS STATION RD
SR94 EAST/ST. CHARLES	13		13	SR 94 EAST/MUEGGE RD
ARENA PKWY/UPPER BOTTOM RD	14		14	UPPER BOTTOM/ARENA
MARYLAND HEIGHTS EXPRESSWAY	17		17	MARYLAND HEIGHTS EXPRESSWAY
BENNINGTON PL	19			
			21	BENNINGTON PL
I-270 SOUTH	22A			
I-270 NORTH	22B			

SR 370 Mile Markers

		SR 370 WESTBOUND SR 370 EASTBOUND	1A	I-70 WESTBOUND
			1B	I-70 EASTBOUND
			1C	SPENCER RD
TRUMAN/CAVE SPRINGS RD	2		2	TRUMAN/CAVE SPRINGS RD
ELM/NEW TOWN BLVD	5		5	ELM/NEW TOWN BLVD
N 3RD ST/SR 94	7		7	N 3RD ST/SR 94
DISCOVERY BRIDGE ST. CHAS CO/ ST. LOUIS CO	8		8	DISCOVERY BRIDGE ST. LOUIS CO/ ST. CHAS CO
EARTH CITY EXPRESSWAY	9		9	EARTH CITY EXPRESSWAY
ST. LOUIS MILLS BLVD	11		11	ST. LOUIS MILLS BLVD
MISSOURI BOTTOM RD	12			
I-270 WEST BOUND	12			
I-270 EAST BOUND	12			

SR 21 Mile Markers

RT B	164.8	SR 21 NORTHBOUND SR 21 SOUTHBOUND	164.8	RT B
RT BB	165.4		165.4	RT BB
STADIUM DR UNDERPASS	166.4		166.4	STADIUM DR UNDERPASS
RTE A	167.8		167.8	RTE A
SAND CREEK	169		169	SAND CREEK
HAYDEN RD	169.2		169.2	HAYDEN RD
GLADE CHAPEL RD OVERPASS	171.4		171.4	GLADE CHAPEL RD OVERPASS
OLD HWY 21 (GOLDMAN)	172.6		172.6	OLD HWY 21 (GOLDMAN)
KLABLE RD OVERPASS	174.2		174.2	KLABLE RD OVERPASS
SCHENK RD OVERPASS	175.2		175.2	SCHENK RD OVERPASS
HEADS CREEK	176.4		176.4	HEADS CREEK
RT MM	177.7		177.7	RT MM
W. FOUR RIDGE RD OVERPASS	179		179	W. FOUR RIDGE RD OVERPASS
OLD HWY 21 (SHADY VALLEY)	180.4		180.4	OLD HWY 21 (SHADY VALLEY)
OLD HWY 21 UNDERPASS	182		182	OLD HWY 21 UNDERPASS
WEST ROCK CREEK RD OVERPASS	182.8		182.8	WEST ROCK CREEK RD OVERPASS
OLD HWY 21 OVERPASS	183.2		183.2	OLD HWY 21 OVERPASS
LONDELL RD	184.2		184.2	LONDELL RD
OLD HWY 21	184.5		184.5	OLD HWY 21
SR 141	185.6		185.6	SR 141